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American Railroad Journal.

New York, Saturday, September 30, 1876.

How to Revive Railroad Building.

Some time since we undertook to demonstrate that Railroad building in the United States had taken a wrong direction, that it had been pushed too far beyond the confines of civilization, and that it was taking the pioneer so far away from his markets as to practically neutralize to him the advantage of cheap lands. These evils, which involved the neglect of a proper development of the resources of the older States, were the result of the system of projecting and building railroads on grants of land obtained from Congress. To utilize these grants it was necessary to build railroads through and adjacent to the lands granted or conveyed; and it was often the case that the railroad, instead of following, preceded population—with the usual misfortune of pioneers, bankruptcy, and every other discouragement. In the meantime, the older States were neglected. Lacking something to give the first impetus, or to form a basis

of credit, and discouraged by previous misfortunes and bad management, railroad building in the Eastern and Middle States, so far as related to the development of any general system was concerned, came almost to a standstill. Isolated works were prosecuted with varied success, but this fact does not affect the accuracy of the preceding statement. The consequence was that population diminished in old settled communities. A blight seemed to have rested upon sections whose resources had never been fairly tested.

It is time to change all this. If the Federal Government may aid railroads through land grants, it may do so by more direct means. If it may appropriate lands to their aid, it may appropriate the proceeds of the sales of lands to the same purpose. The public lands of the United States belong to all the States. The manner in which they have been disposed of has worked injury instead of benefit to very many of them. It has offered a premium to the farmers of Western New York, Ohio, Michigan, and many other States, to desert their homes and lands, and seek the Far West. Were Congress to constitute a fund for the aid and prosecution of works of internal improvement in and between the States, from the proceeds of public lands, it would do but an act of simple justice to the older States. Four or five millions a year so employed would enable works to the value of ten times that amount to be annually prosecuted; and it requires no second thought to impress one with an idea of how much that would do to revive manufactures and restore the trade and commerce of the whole country. A million or so yearly might be pledged to the Southern Pacific Railroad; another moderate amount to the Chesapeake and Ohio. The construction of railroads between the great States of the South might be promoted directly, or by the endorsement of bonds to an amount that would involve a moderate yearly interest. The need of the development of the railroad systems of the older States is so pressing, that it requires but a slight impetus at the start, such as could easily be given by the Federal Government from the proceeds of the public lands, to insure its early beginning and active prosecution. Shall this be done? We are aware that this

measure, although bearing on its face evidence of its justice and propriety, must needs be strongly urged, in season and out of season, to secure its adoption. In the heat of a Presidential campaign it is not likely to receive candid and thoughtful consideration. Still, "solitary and alone, we set the ball in motion." We demand for the several States, and for our whole people, the inauguration of a compact and well-digested system for the aid and prosecution of internal improvements between and in the States; a system not depending upon the fickle temper of Congress, but the solemn pledge and devotion of that portion of the public revenue which is derived from the sale of public lands or from some other certain source. The adoption of such a policy would insure the building in the next ten years, among older communities which need them, of railroads to the value of five hundred millions of dollars. Shall we have them? Is the question which our statesmen and publicists must answer.

Railway Accidents in Gt. Britain.

Capt. Tyler, in his report on the accidents which have occurred on the railways of the United Kingdom during the year 1875, says that the total number of persons recorded at the Board of Trade as having been killed on all the railways during the year was 1,290, and the number of injured was 5,775. Of these, 134 persons killed, and 1,806 persons injured, were passengers. Of the remainder, 765 killed, and 3,818 injured, were officers or servants of the railway companies or of contractors; and 391 killed and 331 injured, were trespassers, or suicides, or others who met with accidents at level crossings or from miscellaneous causes. Of the passengers, 17 were killed and 1,212 were injured, and from causes beyond their own control. The total number of passenger journeys has not yet been precisely ascertained, but may be estimated with sufficient accuracy at 507,000,000, or about 25,000,000 more than in the previous year. Calculating on this estimate, the proportions of passengers killed and injured in 1875 from all causes were in round numbers 1 in 3,783,600 killed and 1 in 280,800 injured. In 1874, the proportions were 1 in 2,274,881 killed, and 1 in 242,302 injured. The proportions of passengers killed and injured from causes beyond

their own control were in 1875 1 in 29,828,500 killed and 1 in 418,800 injured. In 1874 the proportions were 1 in 5,556,284 killed and 1 in 296,243 injured. The average proportions of the preceding four years, 1870 to 1873 inclusive, were 1 in 11,196,570 killed and 1 in 338,423 injured. Thus the proportions of passengers killed and injured from causes beyond their own control during 1875 show a very considerable decrease, not only when compared with those of the year 1874 but also when compared with those of the four years prior to 1874. The officers and servants of railway companies, according to Lord Aberdeen's Return presented to Parliament in the autumn of 1874, amounted at the end of 1873 to 274,535. Assuming them to amount now to 280,000, there have during the past year in proportion to the total numbers employed, been killed from all causes about 1 in 366, and killed or injured 1 in 64.

Municipal Donations of Aid to Railroads. DECISION OF THE U. S. SUPREME COURT.

No. 48. The Town of Concord, plaintiff in error, vs. The Portsmouth Savings Bank.—In error to the Circuit Court for the Northern District of Illinois.—The bonds to which the coupons in suit were attached, purport to have been made under legislative authority given to the town officers by the act of March 7, 1867. Their recitals make direct reference to that act by its title, which is set forth at length, with an averment that they were issued under and by virtue of it. The primary question, therefore, is whether that statute did in reality give to the Supervisor and Clerk of the town power to execute and deliver town bonds on the 9th day of October, 1871 (when the bonds were in fact issued), as an appropriation or donation to a railroad company. The first and second sections are the only ones to which reference need be made.

By the first it was enacted that certain incorporated towns and cities and towns acting under the Township Organization law (among which it is conceded the town of Concord was one), should be and were severally authorize to appropriate such sum of money as they might deem proper, to the Chicago, Danville and Vincennes Railroad Company, to aid in the construction of the road of said company; to be paid to the company as soon as the track of said road should have been located and constructed through said city, town, or township respectively. To this was attached the following proviso:—"Provided, however, that the proposition to appropriate moneys to said company shall be first submitted to a vote of the legal voters of said respective townships, towns or cities, at a regular annual or special meeting, by giving at least ten days' notice thereof; and a vote shall be taken thereon by ballot at the usual place of election, and if the majority of votes cast shall be in favor of the appropriation, then the same shall be made; otherwise not."

The second section empowered and required the authorities of said municipalities to lay and collect a tax and make such provisions as might be necessary for the prompt payment of the appropriation under the provisions of the law. The authority given to the town of Concord by this statute was not to subscribe to the stock of the railroad company, but to make an appropriation or donation in aid of the construction of the road, and even that donation was not permitted to be made until after the completion of the location and construction of the road through the town.

It has been strenuously insisted during the argument that the act conferred no power upon the town to make an appropriation or donation by the issuing of bonds or certificates of indebtedness. It

is said other provision was made for the donation; provision by the levy and collection of a tax. We do not care, however, to discuss this matter, for in the view which we have of the case it is quite immaterial. A popular election having been held, and a majority of votes cast at the election having been in favor of the appropriation, it may be conceded that payment of the appropriation could lawfully have been made in town bonds instead of money if the donation itself was authorized.

The real question is whether the authority to make the donation existed when it was made. The act of the Legislature of 1867 may have been authority for a donation at any time prior to July 2, 1870, and no authority at all afterward. And such we think it was. The popular vote in favor of an appropriation was on the 20th of November, 1869, but it was not of itself an appropriation or donation, and the town was not authorized to make it until the railroad was located and constructed through the town. Before that time, and before any attempt at a donation or appropriation was made, the authority to make it was withdrawn. If no effect be attributed to the rescinding vote of June 30, 1870, the new constitution of the State, which came into operation on the 2nd of July, 1870, annulled, we think, the power of municipalities to make donations to railroad companies. Under the new constitution subscriptions can be made to the capital stock of railroad companies under certain circumstances, but no donations can be made. After the date of this article, there having been at that time no donation, none could be made. There was no contract to be impaired before the donation, although there had been a vote in favor of it, for there was no consideration for the promise implied by the vote, the road not having as yet been located through the town. Reversed.

Mr. Justice Strong delivered the opinion.

Connecticut & Passumpsic Rivers Railroad.

The earnings of this road for the years ending June 30, 1875 and 1876, were as follows:

	1875.	1876.
From passengers.....	\$271,632 57	\$254,824 87
" freight.....	397,093 27	345,628 22
" mails.....	22,251 21	21,959 49
" express.....	8,000 00	8,000 01
" rents.....	7,776 60	7,141 28
	<u>\$706,753 65</u>	<u>\$637,553 87</u>

Expenses, viz:

Repairs of road.....	\$152,968 24	\$120,465 10
Stations and buildings.....	24,122 03	8,515 05
Bridges.....	8,656 27	3,119 52
Wood.....	79,021 33	61,108 33
Cars and locomotives.....	67,244 74	64,697 32
Oil and waste.....	7,188 01	6,448 83
Passenger expense.....	44,639 58	43,891 34
Freight expense.....	53,195 60	46,060 72
Losses and bad debts.....	2,500 10	5,039 89
General expense.....	18,653 94	15,603 18
Tools and machinery.....	3,904 10	2,295 44
Shop expense.....	8,065 04	6,942 56
Stationery and printing.....	6,931 65	5,012 29
Insurance.....	5,553 43	7,399 75
	<u>\$482,644 06</u>	<u>\$396,599 32</u>

Net earnings.....	\$224,109 59	\$240,954 55
Add balance of income, June 30, 1875.....		5,389 52
Accumulation of interest on sinking fund.....		10,150 00
Total.....		<u>\$256,494 07</u>

From which deduct—

Payments for coupons.....	\$133,689 80
Payments for interest.....	6,026 00
	<u>139,715 80</u>

Total, as in Balance Sheet.....\$116,778 27

Compared with the previous year the gross earnings show a decrease of \$69,199 78; with a decrease in the expenses of operating the road of \$86,044 74—which gives an increase in net earn-

ings over last year of \$16,844 96. The President in his report says:

The general depression in business, and particularly in the lumber trade, has affected our road more than in any previous year. The road is now being operated upon a basis of the strictest economy consistent with safety and efficiency, and, with a moderate revival in business, will be able to show better net results. The equipment of the road is more than sufficient for our present business, and remains the same as last year, with the exception that one post office, baggage and smoking car has been built at our shops, and one of our passenger cars has been changed and fitted up as a parlor car, at an expense for both of about \$3,500. The entire rolling stock has been kept in good repair, and is in better condition than a year ago.

The road bed and track have been kept in good repair, and are now in better condition than at any former period; 764 tons of new rails have been laid; 6 395 rails have been taken up, mended and relaid in track, and 62,754 low sleepers have been put in during the year. The freshet of May last caused considerable damage to the road bed, and interrupted business about four days, but did not prove so expensive or serious as was at first supposed. It has all been repaired in the most substantial manner, with the exception of filling a short piece of tressel work at Passumpsic, which can be done at any convenient time, at an expense of a few hundred dollars, by the ordinary force employed on the road. The stations and buildings belonging to the corporation, and all the platforms, have been kept in good repair. The upper story of the Memphremagog House, at Newport, has been plastered and finished for occupancy. Great care has been taken to see that all the bridges on the Passumpsic, Massawippi and South Eastern roads were kept in a safe condition and in good repair, and we believe that they have been much improved within the year. The station at Barnet was burned last winter, but was fully covered by insurance, and we have suffered no loss by fire during the year. That station has been replaced by a building not quite as large as the old one, but large enough for all requirements at that place. The road has been run with great success as regards accidents, none having occurred whereby any passenger has been injured, and the damage to freight trains has been very trifling.

By referring to the statement of the year's business, it will be seen that the net earnings, after paying the operating expenses and the interest on all the indebtedness of the corporation, were \$111,388 75. The stock issued by the Passumpsic Railroad is \$2,175,700; that issued by the Massawippi Valley on which we agree to pay the same dividend as on the Passumpsic stock, is \$400,000; making in all \$2,575,700 subject to dividends. A dividend of four cent. on this would amount to \$103,028 leaving a surplus of \$8,360 75. The Directors thought it unwise to pay this out in dividends while the company was owing a floating debt. It has been used in the extinguishment of that debt. There now remains, beyond the quick assets now on hand applicable to that purpose, \$32,970 14, to be provided for to pay off the balance of the floating debt. This, we think can be furnished from earnings within the next six months, so that, on the first of January next, we hope the corporation will stand with no liabilities except the mortgage bonds due in 1893 of \$1,500,000, and the guarantee on the Massawippi bonds, \$400,000, due in 1889, and that thereafter the net earnings of the roads will be applicable for dividends on the stock.

The lease of the South Eastern Railway to the Passumpsic road, in which the Boston, Concord and Montreal Railroad is jointly interested, expired on the 15th of last March. This lease has not been renewed, but has been practically continued, and the road is now operated on the same basis as it was last year. Owing to the delay in completing the road from Sutton Junction to Sorel, on the St. Lawrence River, this lease has not proved so profitable as we had hoped. Al-

though Colonel Foster has not been able to finish this road as soon as he expected, we think that, under the distrust which has attached to all railway enterprises during the last year, he is deserving of the highest credit for the energy and perseverance with which he has pushed the matter, having laid about seventy miles of track since last October. There now remains only about twenty miles to be constructed to complete the entire line. This forms a part of the South Eastern road, and is covered by our lease. When completed we shall be able to run our cars direct to the St. Lawrence River at Sorel, which will open up to us a large bark and hay country having heretofore had no outlet by rail, as well as the pine lumber district of Ottawa and Michigan; all of which lumber now passes directly by Sorel, up the Richelieu River into Lake Champlain. We shall then feel warranted in looking for a large increase of business to the line of road, and a more favorable result from the lease. We are assured by Colonel Foster, who has just returned from England, that he had obtained the means to put in the remaining twenty miles of road, and he is confident of having it completed before winter.

The equipment of the road consists of: 27 engines; 14 passenger, 5 baggage, 2 baggage and smoking, 2 mail, 660 freight; 2 boarding-house, 5 snow ploughs, 2 gougers, 20 gravel, 3 crane, 28 push, 42 hand and 32 wood cars.

The number of miles run by engines during the year was 388,558. Number of tons carried, 127,888; do, carried one mile, 6,805,104. Passengers carried, 172,938; do, carried one mile, 5,170,347.

MEMORANDUM.

Amount of bonds payable in 1893, not issued.....\$688,500 00
Amount of bonds in sinking fund applicable to the payment of 6 per cent, bonds, due Dec. 1, 1876..... 152,500 00
\$841,000 00

Amount of 6 per cent. bonds payable Dec. 1, 1876.....\$270,000 00
Amount of 7 per cent notes payable Dec. 1, 1876.. 407,500 00
Amount of 7 per cent. notes payable July 1, 1881..... 130,000 00
808,000 00

\$33,000 00
Amount of floating debt is.....\$130,000 00

Applicable thereto—
Bonds as above.....\$33,000 00
Cash in hands of Treasurer, 6,743 86
Cash in hands of Cashier.. 21,000 00
Bills receivable and balances due from other roads..... 26,698 80
Money advanced on wood not delivered..... 9,587 28
97,029 86

Balance\$32,970 14
This will leave the indebtedness of the road as follows:

Bonds due in 1893.....\$1,500,000 00
Bonds of the Massawippi Valley R. R., due in 1889..... 400,000 00
\$1,900,000 00

Assets applicable thereto—
Missisquoi and Clyde Rivers R. R. 7 per cent bonds.....\$350,000 00
Notes of South Eastern Railway, secured by rolling stock and other collateral..... 221,131 17
Materials and wood on hand..... 117,291 01
Notes for Lyndon lands sold..... 8,222 70
Mount Washington Railway stock.. 13,600 00
\$710,244 88

BALANCES, AUGUST 28, 1876.

Construction.....	\$3,447,825 29
South Eastern Railway notes.....	221,131 17
Land notes.....	8,222 70
Memphremagog House.....	60,433 80
Missisquoi and Clyde Rivers R. R. bonds.....	350,000 00
Montpelier and Wells River R. R. stock.....	2,500 00
Mount Washington R. R. stock.....	13,600 00
Coupons due Oct. 1, 1876.....	4,270 00
Bond account.....	152,500 00
Cash.....	6,743 86
Cashier, including stock and materials on hand.....	208,952 77
	\$4,476,179 09
Bonds payable Dec. 1, 1876.....	\$270,500 00
Notes payable Dec. 1, 1876.....	407,500 00
Notes payable July 1, 1881.....	130,000 00
Bonds payable April 1, 1893.....	811,500 00
Notes payable.....	130,000 00
Stock issued.....	2,175,700 00
Lands.....	27,391 14
Partial payments on stock.....	2,748 28
Dividends uncalled for.....	3,370 14
Coupons uncalled for.....	1,916 24
Earnings.....	116,778 27
Interest.....	54,942 93
Reserve.....	343,832 14
	\$4,476,179 09

President.—EMMONS RAYMOND Cambridge, Mass.

Vice President.—T. P. REDFIELD, Montpelier, Vt.

Directors.—Emmons Raymond, T. P. Redfield, Gardner C. Brown, Amos Barbee, John E. Lyon, Warren K. Blodgett, Alden Speare, Lucius Robinson, Stephen Foster.

Treasurer.—N. P. LOVERING, Boston, Mass.

Secretary.—ELIJAH CLEVELAND, Coventry, Vt.

Sup't.—H. E. FOLSON, Lyndonville, Vt.

Memphis and Charleston Railroad.

The earnings of this road for the years ending June 30, 1875 and 1876, were as follows:

	1875.	1876.
From freight.....	\$523,396 68	\$514,160 42
" passengers.....	444,879 94	420,090 52
" express matter..	11,908 97	14,855 04
" mail.....	53,364 08	45,696 20
" rents.....	29,782 14	38,564 73

Total earnings..\$1,063,326 81 \$1,033,366 91

Expenses, viz:

Conducting transp....	\$224,706 20	\$183,588 80
Motive power.....	198,423 23	172,361 40
Maintenance of cars..	75,998 19	60,553 82
Maintenance of way... 286,702 35		221,979 77

Total operating exp. \$785,830 02 \$638,483 29

General expenses, including taxes..... 78,991 03 47,821 01

Construction & equipment..... 15,011 46 25,832 19

Total expenses..\$879,832 51 \$712,136 49

Net earnings.....\$183,494 30 \$321,230 42

Compared with the fiscal year ending June 30, 1875, the gross earnings of 1876 show a decrease of \$29,959 90; with a decrease in expenses of \$167,697 02, making the increase in net earnings \$137,786 12.

The superintendent in his report, prepared for presentation at the annual meeting of the company to be held at Memphis on the 12th of October, says:

The motive power and car department has been fully kept and is in condition to meet any demands upon it. The track, roadbed, bridges and trestles have been much improved, and are now in good condition. During the year 197 new fish-bar rail has been put in track, and 100,600

new cross-ties. The company has also expended \$23,000 on the Washington street, Memphis, extension.

St. Louis, Council Bluffs and Omaha R. R.

The case of Henry E. Eaken against the St. Louis, Kansas City and Northern Railroad, to recover interest upon coupons attached to \$937,000 of bonds issued by the St. Louis, Council Bluffs and Omaha Railroad Company, was decided on the 21st inst., by Judge Dillon in the United Circuit Court at St. Louis. The latter company leased their road to the former for a rental equal to the interest on these bonds, and said interest was to be paid as the rental of the road. This lease was made with the consent of the stockholders of the St. Louis, Council Bluffs and Omaha road, but the stockholders of the St. Louis, Kansas City and Northern road never took any formal action in it until March, 1875, when they voted it null, although the company had made three semi-annual payments of interest on the bonds without any objection from any of the stockholders. Judge Dillon decided that notwithstanding the informality of the lease, as the latter company had operated the road of the former and made three payments of interest on coupons, the lease is valid, and judgment was entered for the plaintiff.

Manchester and Keene Railroad.

The line of this road, as located, is described as extending eastwardly from Keene, surmounting the northern prongs of Mount Monadnock, traversing a sparsely settled region, and reaching Greenfield, on the west slope of Wilton Mountain, at the terminus of the Peterboro' branch of the Lowell and Nashua Railroad. It is said that the towns on the line have voted gratuities amounting to two hundred thousand dollars, more or less, payable on the completion of the work. But as a million of dollars, probably, will be required for the enterprise, its main resource must be from the sale of its bonds to contractors and others. About midway of the proposed road is the manufacturing village of Harrisville, the owners of which are the parties chiefly interested in the undertaking. The road if built will, no doubt, divert some business from the Cheshire and Fitchburg line; but its grades and curves will probably prove too severe to give rise to any serious competition.

The earnings of the Philadelphia and Erie Railroad for August, 1876, were \$267,838 83; the expenses \$187,185 37, and the net earnings \$80,698 46. In August, 1875, the earnings were \$333,529 00, the expenses \$218,346 00, and the net earnings \$115,082 00—showing a decrease in earnings of \$65,695 17, in expenses of \$31,210 63, and in net earnings of \$34,883 54.

Grading on the Portland, Salt Lake and South Pass (late Portland, Dallas and Salt Lake) Railroad was commenced at Corinne, Utah, on the 26th inst. The work will be pushed ahead as rapidly as possible. Surveys are being made with satisfactory results, and Maah Valley will be reached this week.

The completion of the Vermont division of the Portland and Ogdensburg Railroad through to Swanton is progressing rapidly. Track laying has begun beyond Johnson, and at Sheldon iron is arriving rapidly. Swanton is expected to be reached in about two months.

New York Central and Hudson River R. R.

The following analysis of the progress and business of the New York Central and Hudson River Railroad Company is from the New York Tribune.

Before proceeding to an examination of the accounts of the consolidated company, a brief review of the financial history of the separate roads for a few years prior to the consolidation (which occurred on Oct. 1, 1869), will be instructive to many readers of the present day. By the separate reports of the companies (the New York Central and Hudson River), made to the State Engineer, for the year ended Sept. 30, 1865, their combined capitals and debts then were \$53,544,633, against the present consolidated stock and debt of \$129,431,997—an increase in ten years of \$75,887,464, or 141.6 per cent. The combined length of roadways then owned by them was 699.88 miles, against 740.17 miles now owned by the consolidated company; and of second, third, fourth, and side tracks, 550 miles in 1865, against 1,302.78 miles at present. The total length of roadways operated (including leased lines) was 804.34 miles in 1865, against 1,000.20 miles in 1875—an increase of 195.86 miles in the length of road operated, of which additional mileage 155.57 miles are leased. The 804 miles of 1865 earned \$18,427,904 gross, with operating expenses of \$14,738,522, leaving as the net earnings, \$3,689,382. The 1,000 miles of 1875 earned \$29,027,216 gross, with reported operating expenses of \$17,262,107, leaving as net earnings \$11,765,109, an increase in gross earnings of 56 per cent, against an increase in operating expenses of only 17 per cent—a very encouraging feature, particularly when it is remembered that the length of roadway to be maintained had been increased 24 per cent, and that the rates for transportation on a large proportion of the business of 1875 were not much, if any, over half of what they were in 1865. At various times prior to the consolidation, the capital stock of the Hudson River Company was increased by the payment of stock dividends, the most noticeable of which, however, was in 1867, when the stock was raised from \$7,000,000 to \$14,000,000, by an issue to stockholders of \$7,000,000, on the payment of 50 per cent of the par value. The sum of \$3,500,000 thus realized by the company was for the purchase of the land and the building of the St. John's Park Depot. In 1868 the New York Central Company paid a dividend of 80 per cent in certificates that were equal to the stock in every respect, except the power to vote. This issue amounted to the handsome sum of \$23,000,000. But the creation of this small bit of property, by the stroke of a pen, was not sufficient, and when the consolidation occurred, Oct. 1, 1869, another plum of 27 per cent was given to the stockholders of the N. Y. Central, making 107 per cent in all; while the stockholders of the Hudson River received 85 per cent in like certificates upon their stock. The total of these three "certificate inflations," which later were made convertible into stock, are represented in the first table hereafter by "consolidation certificates," \$44,528,330. When the Central Company paid its first dividend (80 per cent) it had a real available surplus of over \$4,000,000; but this nearly all disappeared from its reports before the consolidation. This brings us to the first report made by the consolidated company, which was for the year, Oct. 1, 1869, to September 30, 1870, and forms the starting point for all the succeeding comparisons. All the subjoined statements are from the published official reports of the State Engineer of New York State.

The capitals and debts compare as follows:

	For years ending Sept. 30.	
	1870.	1875.
Capital stock.....	\$45,000,000	\$89,282,930
Consolidated certificates.....	44,528,330	195,400
Funded debt.....	13,681,807	40,008,667
Total capital.....	\$103,210,137	\$129,431,997
Changes—debt increased.....		26,321,860

This increase has occurred as follows: in 1871, \$1,549,912; 1872, \$1,264,301; 1873, \$11,229,518; 1874, \$10,759,209, and in 1875, \$1,518,925, and makes the annual outgo for interest, \$1,842,500 greater hereafter than in 1870.

The length of roadway and tracks owned by the company at the respective dates was as follows:

	1870.	1875.
Number of miles of road.....	740.17	740.17
Number of miles of second, third, fourth, and side tracks.....	672.10	1,302.78

Total miles of tracks owned.... 1,412.27 2,042.95
The length of roadway remains unchanged, while the length of single tracks has increased 630.68, or 44.6 per cent.

The cost of these additional miles of track should be marked by the difference in the amounts of the following accounts, which were reported as follows:

	1870.	1875.	Per Ct. increase.
Graduation & masonry.....	\$13,133,561	\$19,345,935	48.2
Bridges.....	1,291,381	2,498,404	99.7
Superstructure, including iron.....	13,822,025	28,564,425	108.3
Land, land damages & fences.....	5,892,758	11,682,930	98.4
Total.....	\$34,140,725	\$62,091,694	81.8
Cost p. m. of road.....	\$46,136	\$83,907	86.2
Cost per mile of single track.....	24,178	30,392	25.7

The foregoing accounts are only applicable to the roadway and tracks; those for depots, shops, etc., will appear hereafter.

Therefore 630.68 miles of additional single track are reported to have cost the sum of \$27,950,969, or \$44,296 per mile, being within \$1,800 of the cost per mile of the entire superstructure, including track of 1870. In other words, the addition of 44.6 per cent of track to an old and completed road of 700 miles has added 81 per cent to the total cost, without an additional depot or building of any kind. This increased cost, like the augmented debt, has been scattered along each of the five years from 1870 to 1875, but the larger proportion has occurred since the commencement of the work upon two extra tracks from Albany to Rochester, 222.19 miles.

It is certain that the construction of this additional track has been accomplished with extraordinary extravagance, or that the various accounts in the foregoing tables have been largely swelled by items that properly should have been charged to "maintenance of road-bed, etc.," and "operating expenses," thus making the net earnings pleasant figures to contemplate. Which? is a question it is very desirable to solve. But, in either case, the company has been saddled with a large debt, the proceeds of which have been used to pay for the extraordinary cost, if real, or to pay dividends that were not fully earned.

The remaining "construction" accounts were reported as follows:

	1870.	1875.
Passenger and freight stations, buildings and fixtures, engine and car-houses, machine shops, machinery and fixtures.....	\$7,875,479	\$11,032,467
Engineering and agencies.....	2,884,057	2,999,473
Rochester and Lake Ontario Railroad.....	150,000	150,000
Buffalo and Niagara Falls Railroad.....	658,922	658,922
Lewiston Railroad.....	400,000	400,000
Saratoga and Hudson River Railroad.....	2,000,000	2,000,000
Add sums from previous table.....	84,140,725	62,091,694
Total construction.....	\$48,109,183	\$79,332,546
Cost per mile of road with no equipment.....	65,011	107,206

The only change to be noted in the last table is the increase of \$3,156,978 for depots, etc., being 40.1 per cent greater in 1875 than in 1870. This item undoubtedly includes the expenditures made for elevators, etc., in this city, on the North River front, because, except for it, it would be difficult to find an increase of 10 per cent in the properties mentioned.

The equipment of the road and cost of the same at the respective dates were reported as follows:

	1870.	1875.
No. Amount. No. Amount.		
Locomotives.....	406 \$4,320,865	566 \$5,660,003
Passenger cars.....	577 1,899,691	730 1,793,343
Freight cars.....	9,026 5,914,666	14,597 9,647,702
Horses, harnesses & stable equipment.....	21,278	21,278

Total cost of equipment..... \$11,656,500 \$17,023,226

Increase, 46 1/2 per cent..... 5,366,726

Add increase in cost of construction..... 31,223,363

Total increased cost of road and equipment..... \$36,590,099

—or 61 per cent of the entire cost (\$59,765,684) as reported for 1870.

Toronto, Grey and Bruce Railway.

From the report of the directors of this company, presented at the annual meeting of the shareholders held in Toronto on the 13th inst., we learn that the gross traffic earnings for the year ending June 30, 1876, amounted to \$372,336.49, while the total revenue expenditure for the same period was \$233,428.04, or 62.9 per cent of the earnings, leaving a surplus to be carried to net revenue account of \$138,908.45. For the year ending June 30, 1875, the earnings were \$331,628.48, the expenses \$258,104.27, and the net earnings \$73,524.21—showing an increase in earnings of \$40,708.01, a decrease in expenses of \$24,676.23, and an increase in net earnings of \$65,384.24. The net earnings for 1876 (\$138,908.45) were sufficient not only to pay all the interest on the bonded debt, but also to reduce the balance standing against revenue account of the previous year from \$24,246.97 to \$12,742. The report says:

In January, 1874, legislation was obtained authorizing the Company to issue \$2,250,000 of bonds, the proceeds to be applied toward the consolidation of the bonded and floating debts and the general purposes of the Company. The intention of the Board was to place new bonds to the above amount bearing 6 per cent. interest on the market, and with the proceeds to extinguish the existing 7 and 8 per cent. bonds as they matured, and pay off the floating debts. Owing, however, to the unfavorable condition, at the time, of the money market, the directors were unable to take advantage of the powers granted to them by the Legislature as above set forth. In November, 1875, bonds to the amount of \$260,000 matured in Canada, but in consequence of the failure in carrying out the above arrangements, the directors were compelled to let payment go by default. The holders of the overdue bonds held a meeting in Toronto, and a resolution was passed agreeing to take no action in regard to the non-payment of the bonds until the English Bondholders had been heard from. The President and Solicitor of the Company thereupon proceeded to England, and a meeting of the English Bondholders was called and held on 16th February, 1876, at the City Terminus Hotel, Cannon street, London. At that meeting, which was largely attended, the President fully explained the position of the Company, and the steps which the Board thought it advisable to take in the interests of all concerned. A resolution was adopted at that meeting agreeing:—First, That the Act of Parliament of 1874 be acted upon so far as to create bonds to the amount of \$2,000,000 only. Second, That the

bonds held by the present bondholders be exchanged for those of the new issue, bearing 6 per cent. interest, thus consolidating the various issues into one loan, and absorbing \$1,600,000. Third, That the existing bondholders make such exchange, taking the new bonds at a discount, and receive a new bond of £100 stg., and a share of \$100 in the share capital of the Company (in payment of the discount) in exchange for each old bond of £100 or \$500 surrendered. Fourth, That the balance of the new bonds, amounting to \$400,000, be applied to the payment of liens on rolling stock, repayment of special advances, and in liquidation of unsecured liabilities, the balance remaining unpaid of the unsecured floating liabilities to be settled by the issue of the ordinary shares of the company. Fifth, That the total share capital of the company be limited to \$1,000,000, unless increased by a vote of the shareholders.

Having returned to Canada, the President reported to the Canadian bondholders the views of the English holders as above set forth, and most of the large bondholders here having assented to the arrangement, and a large majority of the shareholders having given their concurrence in writing, the Board at once issued new bonds, payable five years from January, 1876, bearing 6 per cent. interest, to the amount of \$2,000,000, and in accordance with the Act of Parliament proceeded first to exchange existing 7 and 8 per cent. bonds for those of the new issue. This was done simultaneously in England and Canada, shares in the capital stock being issued, together with the new bonds, in accordance with the terms of the resolution. Having exchanged and obtained possession of 96 per cent. of the old bonds, the directors then proceeded to extinguish the secured and unsecured liabilities of the company with the remainder of the bonds and stock available. This they have now accomplished to a considerable extent, and the matter is progressing with as much dispatch as is practicable, so that in the course of a few weeks the Board hopes to have the remaining amounts outstanding liquidated and the floating debt extinguished. The President before leaving England made application to the London Stock Exchange to have the new 6 per cent. bonds entered on the official list, and the Board is pleased to be able to report that the Committee granted the request. The line being now entirely completed, and two years having elapsed since the opening of the final sections, the directors take pleasure in drawing attention to the rapid development of the resources of the country which has followed the construction of the railway.

Northern Canada Railway.

The semi-annual exhibit of this railway is a bright spot amidst the general gloom of financial depression. There is an increase in the receipts and in the net revenue, while there is a decrease in the working expenses. The several classes of local business, including passenger, freight and storage, have all shared the increase. The traffic receipts were \$388,697 90, against \$354,994 12 in the corresponding half of 1875; while the working expenses were \$232,394 82, against \$234,275 25. The ratio of working expenses to income was reduced from 65.99 to 59.77. The net revenue \$165,380 08, against \$157,430 38, an increase of \$29,554 33, or more than eight per cent. The extension lines have, in the first place, "earned a net revenue considerably in excess of the interest liability of their debenture debt, and are now contributing an appreciable balance of profit to the company's operations." Though the Lake Superior traffic has fallen off, the connection has been kept up, in view of the future. The road is one which serves a large and important section of country, and penetrates, by one of its extensions, to a new and rapidly developing region not long ago quite beyond the pale of civilization. It has undoubtedly done much to promote the settlement and improvement of a very large section of country to the north of Toronto, and it has contributed largely to the development of the lumber and tim-

ber manufacturers of the same region. It is in debt to the government—that is to the people of Canada—for a considerable amount, which gives the whole country an interest in it beyond that which we all must take in our great lines of communication. Negotiations have been going on for years respecting this government debt, and, as our readers are probably aware, the amount was some time ago committed to a single and final payment of £100,000 sterling. This payment was originally intended to be made by the 1st of July, 1876, but a subsequent act was passed extending the time to the 1st of November. If not made by that time the whole claim of the government revives. This compromise was made after full consideration of all the circumstances, and is doubtless a good one for the government as well as for the road itself.—*Monetary Times.*

Tunnels on the Southern Pacific Railroad.

A correspondent of the Sacramento Record-Union who was present at the formal opening of the Southern Pacific Railroad on the 6th inst. publishes the following description of the tunnels encountered upon the line between Caliente and Los Angeles. He says:

In ascending the Tehachepi Pass, within 19 miles are 17 tunnels, viz:

Tunnel No. 1 is 245 feet; No. 2 is 233.2; No. 3 is 707.7; No. 4 is 257; No. 5 is 1,156.3; No. 6 is 303.7; No. 7 is 532.7; No. 8 is 490; No. 9 is 426.2; No. 10 is 306.6; No. 11 is 158.8; No. 12 is 756.3; No. 13 is 513.8; No. 14 is 512.7; No. 15 is 360.7; No. 16 is 262.5; No. 17 is 250.9—making a total of 7,683.9 feet. Nearly all these tunnels are heavily timbered with staunch 7x14 inch redwood timber. At the bottom they are 14 feet in the clear, or 16½ feet in the excavation. They are 22 feet in height, and the shoulders at the springing of the arch are 19 feet 4 inches. In the Soledad there are two more tunnels, Nos. 18 and 19—the first being 264 feet long, and latter 332 feet.

The longest tunnel on the coast is the San Fernando, 6,966½ feet in length. This triumph of engineering skill was commenced March 27, 1875. The headings met headings July 14, 1876, and the timbering was completed August 9, 1876. It is built on a grade of 37 feet to the mile, and is perfectly straight, so that one can see through it. Tunnel No. 9 is at the famous loop of Tehachepi Pass. This loop completely encircles a mound, and by so doing gains a difference in elevation of 77 feet and 4.6 inches. In emerging from Tunnel No. 9 the train winds around a mound and passes directly over the tunnel at right angles, having made a curvature of 900 feet and 5.2 inches. The length of the loop is 3,794 feet. It is a veritable corker, and is claimed to be a novel and original achievement in engineering. The total length of the tunnels between Caliente and Los Angeles, as given above, is 15,246.4 feet. Taken as a whole the difficulties of engineering in ascending the Tehachepi canyon surpass everything encountered in an equal distance on any portion of the Sierra Nevada.

Texas Railroad Extensions.

The Galveston News says that the progress of railroad building has been much more rapid in Texas during the past five years than in any other State and then adds:

The Central Railroad Company is arranging to stretch the Waco branch toward Weatherford. The Texas and Pacific are making preparations to move in the same direction. The Sunset route will soon be to San Antonio. Engineers are making ready to locate the new road from Waco to Palestine. Sherman and Denison are moving in the matter of a connection with the International and Great Northern at Minneola. Jefferson is pushing the East Side Railroad towards its contemplated connections. Work on the Gulf, Colorado and Santa Fe road is progressing favorably. The narrow gauge down the island, those of the

same description from Houston, and the Tyler Tap are in a fair way for rapid construction.

Steam Motors on Street Railways.

The cars of the Citizens' Street Railway Company will be drawn by steam motors in place of the horses, it is probable, in a few weeks. Mr. Haggerty, the president of the company, will receive to-day from Philadelphia for an experimental trial a steam motor from the works of Messrs. Baldwin, and if after sixty days' trial the experiment is satisfactory similar motors to the number of about thirty would be placed on the line and all the horses withdrawn. They resemble the passenger cars in appearance, but are smaller, the works being entirely concealed. They will draw one, or if necessary, two passenger cars at an average rate of eight miles an hour, reducing the horse time of transit one-fourth. The motors are noiseless and smoke consuming. They can be started and stopped in less time than the horse cars. Being detached from the passenger cars they will not increase the heat in summer, while in winter by means of pipe the passenger car can be heated comfortably by steam. Anthracite coal supplies the fuel for the new motor.

The motors cost about \$3,000 each, but it is stated will be less expensive after the first purchase than horses. One driver will run the motor, and he stands in it at front window, where he can see the street. Any ordinary person can easily learn to manage the motor. The first trial trip will be made to-morrow or Friday, the motor drawing a car over the entire route. Mr. Haggerty states that this will be the first application of this motor to street cars in this country. They are in use in Paris. In Philadelphia the street cars are drawn by steam in the passenger cars and not separate motors.—*Balt. Sun, Sept. 20.*

Railroad Across the Continent of Europe.

The railroad across the Eastern Continent which the geographers recommend, would take Nijni Novgorod, in Russia, as its western terminus, and running along the Volga and across Astrachan enter Asia at Ekaterinburg, which lies east of the Ural mountains; then proceed in the direction of Truemen and Gmsk on the Irish river, which it will cross; then to Tomsk, the principal centre of commerce in western Siberia, and to Irkutsk, at Lake Baikal; from whence it will pass to the frontier of China. The only serious difficulties to be encountered are in the mountains on the Chinese frontier, and these are inferior to those overcome by American engineers in the Rocky Mountains and the Sierra Nevada.

Canadian Pacific Railway.

The Winnipeg papers notice frequent arrivals of steel rails via Duluth, the Northern Pacific Railway, and the Red river, for that portion of the Canadian Pacific, 115 miles, between Winnipeg and Rat Portage, near Lake of the Woods. The Canadians have already graded the branch from Winnipeg to Pembina in expectation of the early construction of the St. Paul and Pacific to that point, but becoming tired of waiting, are pushing that part of the Canadian Pacific between Manitoba and Thunder Bay on Lake Superior, 406 miles, to an early completion, about 300 men being engaged on the Western division. This road will be a serious detriment to the interests of St. Paul, which, with proper energy, might have held the traffic of this region for several years. On the Thunder Bay end the locomotives are already running, some 25 miles of road having been completed, and probably the 60 miles between that point and Lac des Mille Lacs will be constructed before the end of the season.

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST														PASSENGER RAILROAD BONDS.									
Years ending.	Length track equi. angle.	Horses and Drummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Payable.	Principal Payable.	Market Price.			
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.									
Sept. 30, '76	11.00	168	46	Albany.....N.Y.	221,500	200,000	79,500	—	181,000	38,717	6	100	100	Albany:	79,500	7	J. & J.	1883	....			
Sept. 30, '76	1.00	—	—	Albany st. Freight (B'ton). Mass.	49,235	75,000	—	—	1,000	168	—	—	—	Atlantic (Bklyn) Ave.:	115,000	7	A. & O.	1881	....			
Sept. 30, '76	28.00	491	98	Atlantic Avenue (Bklyn)...N.Y.	1,261,912	600,200	490,000	20,107	378,017	128,809	5	100	100	1st Mort. (Gr'wood Line).	100,000	7	A. & O.	1884	....			
Dec. 31, '76	9.81	704	106	Baltimore City (Balt.)....Md.	1,000,000	1,000,000	—	—	616,638	21,900	6	25	25	Consolidated Mortgage...	289,000	7	J. & J.	1886	....			
Sept. 30, '76	23.00	399	43	Block. st. & F.F. (N.Y.C.) N.Y.	1,901,796	1,000,000	697,000	49,197	246,786	61,992	6	100	100	Bleecker St. & Fulton Ferry:	—	—	—	—	—				
Sept. 30, '76	8.82	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	5,099	6.2	100	100	1st Mortgage.....	697,000	7	J. & J.	1880	....			
Sept. 30, '76	13.85	510	60	Broadway (Brooklyn).....N.Y.	473,576	210,000	210,000	40,559	225,486	55,516	12	100	100	Broadway (Brooklyn):	210,000	7	J. & D.	1882	....			
Sept. 30, '76	16.25	1,200	147	B'way & 7th Av. (N.Y.C.) N.Y.	3,907,099	2,100,000	1,800,000	286,169	1,004,802	288,261	8	100	100	Broadway and 7th Avenue:	—	—	—	—	—				
Sept. 30, '76	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	286,106	80,000	—	—	47,061	—	—	—	—	1st Mortgage.....	600,000	7	J. & D.	1884	....			
Sept. 30, '76	99.06	1979	441	Brooklyn City.....N.Y.	2,460,056	2,000,000	300,000	70,000	1,462,516	321,341	13	10	10	Brooklyn, Bath & Coney I.:	80,000	7	J. & J.	1892	....			
Sept. 30, '76	23.40	227	72	Brooklyn City & Newtown N.Y.	879,359	400,000	—	—	186,743	69,363	—	—	—	Brooklyn City:	300,000	7	M. & N.	1882	....			
Sept. 30, '76	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,595	395,400	—	—	178,935	37,348	—	—	—	Brooklyn City & Newtown:	400,000	7	J. & D.	1879	....			
Sept. 30, '76	17.85	111	28	Brooklyn East Side.....N.Y.	414,235	25,000	—	—	62,332	9,991	—	—	—	1st Mortgage.....	300,000	7	J. & J.	1888	....			
Sept. 30, '76	17.62	411	71	Buffalo street (Brooklyn)...N.Y.	645,928	100,000	—	—	211,000	35,422	—	—	—	Brooklyn Cross-Town:	—	—	—	—	—				
Sept. 30, '76	11.40	134	32	Bushwick (Brooklyn).....N.Y.	499,604	300,000	—	—	176,149	107,374	—	—	—	1st Mortgage.....	200,000	7	J. & J.	1894	....			
Sept. 30, '76	20.30	—	—	Cambridge (Boston).....Mass.	824,500	240,000	—	—	77,187	7,187	9	100	100	Buffa. o East Side:	—	—	—	—	—				
Sept. 30, '76	4.92	149	30	Central Cross-Town N. Y. City.	847,046	600,000	240,000	20,519	74,977	—	—	—	—	1st Mortgage.....	200,000	7	J. & J.	1894	....			
Sept. 30, '76	24.00	1108	131	Chen. P. & N. E. R. (N.Y.C.) N.Y.	2,076,700	1,676,700	1,300,000	10,759	72,516	18,266	—	—	—	Buffalo Street:	—	—	—	—	—				
Sept. 30, '76	6.90	175	20	Christopher & Tenth st. N.Y.C.	768,500	650,000	68,500	1,501	93,112	5,617	—	—	—	1st Mortgage.....	600,000	7	M. & N.	1893	....			
Oct. 31, '76	9.30	942	98	Citizens' (Phila.).....Pa.	223,467	192,750	—	—	359,712	108,932	40	50	20	Bu-hwick:	—	—	—	—	—				
Oct. 31, '76	9.61	227	39	Citizens' (Pittsburg).....Pa.	179,870	182,750	—	—	207,918	41,817	26 1/2	50	48	1st Mortgage.....	200,000	7	J. & J.	1889	....			
Sept. 30, '76	16.03	248	38	Coney Island & Brooklyn N.Y.	716,750	500,000	307,000	87,070	207,280	37,793	—	—	—	Cambridge (Boston):	150,000	6	J. & J.	1881	....			
Sept. 30, '76	11.23	876	131	Dry Dock, E. & B. (N.Y.C.) N.Y.	1,161,313	1,200,000	1,005,000	87,070	937,476	322,356	8	100	100	1st Mortgage, guar.....	—	—	—	—	—				
Sept. 30, '76	10.31	1075	131	Eighth Avenue (N.Y. City) N.Y.	1,825,070	1,000,000	308,000	105,000	839,786	138,410	12	100	100	Central Cross-Town (N.Y.C.):	240,000	7	A. & O.	1894	....			
Dec. 31, '76	7.09	92	17	Elizabeth and Newark.....N.J.	276,920	232,725	—	—	44,193	46,833	8,443	—	—	1st Mortgage.....	—	—	—	—	—				
Oct. 31, '76	8.07	432	60	Federal St. & Pl. Val. (Pbg.) Pa.	156,719	100,000	—	—	72,901	8,639	25	25	—	Central Park, N. & E. River	300,000	7	J. & D.	1895	....			
Sept. 30, '76	10.26	553	64	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	49,922	348,096	58,907	9	100	100	1st Mortgage, consol...1.	—	—	—	—	—				
Oct. 31, '76	22.86	462	71	Frankford & Southwark (Ph.) Pa.	837,902	600,000	—	—	492,716	98,104	10	50	50	Coney Island & Brooklyn:	307,000	7	J. & J.	1877	....			
Oct. 31, '76	34.91	463	71	Germantown (Phila.).....Pa.	772,506	600,000	—	—	471,319	108,017	7	50	50	1st Mortgage.....	—	—	—	—	—				
Sept. 30, '76	8.77	153	27	Gr'd st. & Newtown (Bk'n) N.Y.	321,540	170,000	—	—	93,236	24,405	—	—	—	D. Dock, E. Bdw. & Battery:	—	—	—	—	—				
Sept. 30, '76	8.50	172	41	Gr'd St. Prosp. & Flatb. N.Y.	460,69	200,000	—	—	77,573	61,322	27 1/2	50	15	1st Mortgage (Consol.) 1.	600,000	7	J. & D.	1891	....			
Oct. 31, '76	7.94	241	20	Green and Coates st. (Phila.) Pa.	232,912	150,000	—	—	211,719	31,258	—	—	—	Eighth Avenue (N. Y.):	203,000	7	J. & J.	1896	....			
Sept. 30, '76	11.96	139	20	Harlm. Br. Morr. & F'dham N.Y.	287,502	100,000	—	—	97,996	5,364	—	—	—	1st Mortgage.....	236,000	7	A. & O.	1883	....			
Sept. 30, '76	11.86	331	20	Hous. W. st. & Pavonia Fy. N.Y.	717,250	368,750	—	—	359,498	93,106	16	50	25	42d st. & Gr'd st. Ferry (N.Y.):	—	—	—	—	—				
Oct. 31, '76	17.22	274	38	Heat, Mart. & P'mount (Ph.) Pa.	402,727	200,000	—	—	238,019	41,250	8	100	100	1st Mortgage.....	111,500	7	J. & J.	1877	....			
Sept. 30, '76	6.50	264	38	Highland (Boston).....Mass.	450,085	230,000	—	—	227,438	—	—	—	—	Frankford and Southwark:	100,000	7	M. & N.	1891	....			
Oct. 31, '76	10.75	382	22	Jamaica, Woodh' & Bklyn N.Y.	100,000	100,000	—	—	22,019	594	—	—	—	1st Mortgage.....	100,000	7	J. & J.	1881	....			
Oct. 31, '76	5.99	192	22	Lombard and South st. (Ph.) Pa.	179,807	125,000	—	—	109,882	21,309	12	25	12 1/2	2d Mortgage.....	100,000	7	J. & D.	1881	....			
Sept. 30, '76	7.50	7	4	Long Island City Shore.....N.Y.	165,000	75,000	—	—	20,761	3,337	—	—	—	Germantown:	—	—	—	—	—				
Sept. 30, '76	6.09	7	12	Lewell House.....Mass.	100,500	50,000	—	—	83,927	4	—	—	—	2d Mortgage.....	100,000	7	J. & D.	1881	....			
Sept. 30, '76	12.70	262	37	Lynn and Boston.....Mass.	291,236	200,000	—	—	166,496	15,587	—	—	—	Grand St. & Newtown:	90,000	7	A. & O.	1887	....			
Sept. 30, '76	8.50	60	15	Malden and Melrose.....Mass.	60,246	165,500	—	—	83,422	2,615	—	—	—	1st Mortgage.....	203,000	7	J. & J.	1891	....			
Sept. 30, '76	5.21	1317	268	Metropolitan (Boston).....Mass.	79,770	60,000	—	—	1,126,707	219,958	71	100	100	Grand st. P. P. & Flatbush:	—	—	—	—	—				
Sept. 30, '76	47.56	812	63	Middlesex (Boston).....Mass.	783,080	400,000	378,000	163,158	249,821	2,792	6	100	100	1st Mortgage.....	203,000	7	J. & J.	1891	....			
Sept. 30, '76	8.53	6	32	Naumkeag.....Mass.	207,197	150,000	35,900	1,900	32,060	2,792	—	—	—	Green and Coates:	100,000	7	J. & J.	1878	....			
Sept. 30, '76	3.82	6 D.	8	New Bedford & Fairhaven Mass.	81,096	50,000	—	—	20,190	2,457	—	—	—	1st Mortgage.....	100,000	7	J. & J.	1889	....			
Sept. 30, '76	4.20	6	12	New York Elevated.....N.Y.	1,677,522	798,300	—	—	93,657	de147	—	—	—	Hart. Br. Morris's & Fordh:	145,000	7	J. & J.	1889	....			
Sept. 30, '76	7.50	602	107	New Wausburg & Flatbush N.Y.	338,568	300,000	—	—	65,386	5,197	—	—	—	Hous. W. st. & Pavonia F.:	478,500	7	J. & D.	1891	....			
Sept. 30, '76	6.10	200	30	North Avenue (N. Y. City) N.Y.	909,422	799,200	—	—	106,330	19,439	—	—	—	1st Mortgage.....	125,000	7	J. & D.	1880	....			
Sept. 30, '76	11.16	241	20	North 2d St. & Middle Vil. N.Y.	242,810	125,000	—	—	2,345	168,351	69,979	—	—	Highland (Boston):	120,000	7	F. & A.	1894	....			
Dec. 31, '76	13.09	124	47	Orange and Newark.....N.J.	1,041,187	700,000	150,420	222,901	128,716	31,077	8	100	100	1st Mortgage.....	120,000	7	F. & A.	1894	....			
Sept. 30, '76	14.40	67	42	Park Avenue (Brooklyn) N.Y.	412,095	300,000	—	—	54,000	128,716	31,077	8	100	100	Metropolitan								

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....68,659	78,410	104,051	112,474	107,644	104,437	113,460	152,215	.....	.....	.....	.....	.....
1876.....117,417	144,132	180,246	197,000	213,996	189,370	198,851	231,560	.....	.....	.....	.....	.....
Central Pacific:												
1873.....852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,629	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,035,063
1876.....961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	.....	.....	.....	.....	.....
Canada Southern:												
1875.....67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	.....	.....	.....	.....	.....
1876.....123,742	141,161	165,431	168,463	123,088	111,008	108,787	148,968	.....	.....	.....	.....	.....
Chicago and Alton:												
1873.....347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....344,420	339,876	362,342	384,335	397,683	464,438	480,056	524,042	550,950	550,950	416,544	344,725	5,126,328
1875.....319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,272	.....	.....	.....	.....	.....
Chicago and Northwestern:												
1873.....753,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:												
1873.....334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....466,101	333,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....527,000	518,000	567,388	650,994	819,853	877,571	685,753	569,482	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:												
1873.....363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....378,408	292,730	328,537	352,993	371,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....277,140	255,239	301,666	304,424	303,659	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:												
1872.....1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,794,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....1,455,210	1,456,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039	.....	.....	.....	.....
Hannibal & St. Joseph:												
1875.....94,532	116,286	138,779	147,439	125,890	122,455	113,131	.....	.....	.....	.....	.....	.....
1876.....142,963	156,111	174,335	148,573	141,289	141,426	138,087	.....	.....	.....	.....	.....	.....
Illinois Central:												
1872.....637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,936
1874.....523,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....588,446	608,126	605,494	658,922	585,969	614,484	482,003	595,100	.....	.....	.....	.....	.....
Kansas Pacific:												
1872.....189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:												
1871.....1,090,039	1,062,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,252	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,936
1873.....1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:												
1872.....411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....555,709	438,037	481,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,555
1875.....500,902	441,623	611,211	600,066	556,789	491,823	462,231	534,001	.....	.....	.....	.....	.....
1876.....518,567	548,669	583,981	610,543	629,348	533,170	430,625	542,772	.....	.....	.....	.....	.....
Mo., Kan. & Texas:												
1873.....200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....198,099	204,539	233,095	192,471	187,091	221,444	211,735	.....	.....	.....	.....	.....	.....
1876.....256,459	254,722	245,814	214,788	212,928	233,126	224,308	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:												
1873.....283,605	291,630	338,735	339,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....266,039	243,167	304,842	293,665	268,807	292,546	282,643	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.....245,989	244,983	309,908	273,441	257,971	256,772	237,812	257,770	.....	.....	.....	.....	.....
1876.....315,795	293,039	314,382	306,637	313,070	304,846	247,646	292,897	.....	.....	.....	.....	.....
Philadelphia and Reading:												
1871.....506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,749
1873.....742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,456,091	1,324,348	1,049,136	14,990,006
1874.....683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....447,172	417,644	576,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:												
1873.....145,834	152,054	224,449	207,637	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,539
1874.....243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	.....
1875.....250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,958	.....	.....	.....	.....	.....
1876.....352,200	312,500	295,000	275,400	264,900	262,300	253,500	888,300	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:												
1875.....208,088	196,155	243,991	220,692	188,083	173,332	153,497	248,836	.....	.....	.....	.....	.....
1876.....246,093	282,879	271,230	234,002	237,354	228,720	216,916	255,688	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:												
1875.....71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	.....	.....	.....	.....	.....
1876.....99,208	112,240	102,737	118,043	125,209	135,							

NATIONAL AND STATE SECURITIES.

Interest.				Interest.			
Amounts	Payable.	When	Market	Amounts	Payable.	When	Market
outstand-		PAY-	Price	outstand-		PAY-	Price
ing.		ABLE		ing.		ABLE	
National Securities, Sept. 1, 1876.							
Loan of June 14, 1868.....registered	\$260,000	5 Jan. & July.	1874	Massachusetts—(\$29,465,304):			
Loan of February 8, 1861.....registered	13,795,000	5 Jan. & July.	1880	Lunatic Hospital Loan, 1874.....	850,000	5 Jan. & July.	1884
Oregon War Bonds of March 2, 1861.....coupon	4,620,000	5 " " "	1880	Harbor Land Improvement bonds, 1874	400,000	5 " " "	1884
Loan of July 17, and Aug. 6, 1861.....registered	128,133,700	5 Jan. & July.	1881	Back Bay Land bonds, 1861 and 1862....	220,000	5 May & Nov.	1880
Loan of Feb. 25, 1862.....registered	63,168,250	5 Jan. & July.	1881	Union Defense Loan, 1861.....	1,860,000	5 Jan. & July.	1877
Loan of March 3, 1863.....coupon	53,720,250	5 " " "	1882	Union Defense Loan, 1862.....	50,000	5 June and Dec.	1877
Loan of March 3, 1864.....coupon	21,279,750	5 May & Nov.	1882	County Defense Loan, 1863.....	888,000	5 Jan. and July.	1883
Loan of March 3, 1864.....registered	35,331,650	5 Jan. & July.	1881	County Fund Loan, 1863 and 1864.....	8,380,244	5 " " "	1894
Loan of June 30, 1864.....coupon	115,227,000	5 " " "	1882	War Fund Loan, 1869.....	992,944	5 " " "	1890
Loan of March 3, 1865.....registered	61,215,100	5 May & Nov.	1884	Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5 Various.	1880-94
Loan of March 3, 1865.....coupon	141,418,000	5 " " "	1884	B. H. & Erie R.R. Loan.....	3,599,020	5 Jan. & July.	1900
Loan of March 3, 1865.....registered	98,804,950	5 " " "	1885	Michigan—(\$1,044,000):			
Loan of March 3, 1865.....coupon	216,817,900	5 Jan. & July.	1885	Renewal Loan bonds, 1858.....	105,000	5 " " "	1878
Loan of March 3, 1865.....registered	15,078,500	5 May & Nov.	1885	Two Million Loan bonds, 1863.....	1,032,000	5 " " "	1878
Loan of March 3, 1865.....coupon	22,295,300	5 " " "	1885	Wai Bunton Loan bonds, 1865.....	866,000	7 May & Nov.	1890
Loan of March 3, 1864.....registered	141,816,300	5 Jan. & July.	1888	Minnesota—(\$2,755,000):			
Consols of July 14, '70 & Jan. 20, '71.....registered	220,174,400	5 Jan. & July.	1888	State Buildings Loan, 1867 to 1869....	250,000	7 Jan. & July.	1877-79
Debt matured and without interest.....(var.)	3,021,210	5 " " "	1888	Railroad Aid bonds, 1873, coupon.....	2,275,000	7 " " "	1883-93
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5 " " "	1888	Railroad Aid bonds, 1868, (repudiated).	2,275,000	7 " " "	1887
Certificates of Indebtedness 1870.....(cur.)	64,623,512	5 " " "	1888	Missouri—(\$17,839,000):			
Pacific R. R. Bonds (registered).....(currency)	369,401,337	5 " " "	1888	State Debt Proper, 1865 and 1868.....	439,000	5 " " "	1871-91
United States Notes.....	81,355,311	5 " " "	1888	Consolidation bonds, 1868.....	2,727,000	5 " " "	1888
Fractional Currency.....		5 " " "	1888	Funding Bonds, 1874.....	1,100,000	5 " " "	1888
		5 " " "	1888	Railroad Aid bonds, 1868-76.....	15,838,000	5 " " "	1879-87
		5 " " "	1888	State Institution bonds, 1872 to 1874....	505,000	5 " " "	1892-94
		5 " " "	1888	Nevada—(\$100,000):			
		5 " " "	1888	Bonds funding floating debt, 1871.....	100,000	10 Mar. & Sept.	1881
		5 " " "	1888	New Hampshire—(\$3,724,100):			
		5 " " "	1888	War Loan Bonds, of 1861.....	418,000	5 Jan. & July.	1875-78
		5 " " "	1888	War Loan Bonds, of 1864.....	600,000	5 Mar. & Sept.	1884-89
		5 " " "	1888	State bonds, 1873.....	500,000	5 Jan. & July.	1879-80
		5 " " "	1888	Equalization (Municipal) bonds, 1872....	2,206,100	5 " " "	1892-05
		5 " " "	1888	New Jersey—(\$2,496,300):			
		5 " " "	1888	War Loan (tax free) bonds, 1861.....	1,000,900	5 " " "	1874-84
		5 " " "	1888	War Loan (tax free) bonds, 1863.....	900,900	5 " " "	1884-94
		5 " " "	1888	War Loan bonds, 1864.....	568,400	5 " " "	1891-92
		5 " " "	1888	New York—(\$29,776,787):			
		5 " " "	1888	Bounty Loan bonds, coupon.....	1,057,000	7 " " "	1877
		5 " " "	1888	Bounty Loan bonds, registered.....	14,855,000	7 " " "	1877
		5 " " "	1888	State (Deficiency) Stock, '83, part at will.	889,781	5 J. A. J. & O.	1878
		5 " " "	1888	Canal Stock (old).....	880,000	5 June & Dec.	1877
		5 " " "	1888	Canal Stock, 1872.....	1,562,300	5 Jan. & July.	1887
		5 " " "	1888	Canal Stock, 1873.....	847,500	5 " " "	1888
		5 " " "	1888	Canal Stock, 1874.....	4,302,600	5 " " "	1891
		5 " " "	1888	Canal Stock, 1874.....	2,000,000	5 April & Oct.	1892
		5 " " "	1888	North Carolina—(\$28,419,045):			
		5 " " "	1888	Railroad and Improvement (old) bonds.	4,738,800	5 Jan. & July.	1875-98
		5 " " "	1888	Railroad and Improvement (old) bonds.	3,639,400	5 April & Oct.	1875-98
		5 " " "	1888	Railroad and Improvement (new) bonds.	2,383,000	5 Jan. & July.	1875-98
		5 " " "	1888	Railroad and Improvement (new) bonds.	1,995,000	5 April & Oct.	1875-98
		5 " " "	1888	Funding (new) bonds, 1866.....	2,417,400	5 Jan. & July.	1900
		5 " " "	1888	Funding (new) bonds, 1868.....	1,711,400	5 April & Oct.	1898
		5 " " "	1888	Special Tax bonds.....	11,407,000	5 " " "	1899-99
		5 " " "	1888	Ohio—(\$7,988,205):			
		5 " " "	1888	Loan (sinking fund), 1850.....	1,478,115	5 Jan. & July.	1875
		5 " " "	1888	Loan (sinking fund), 1860.....	4,072,640	5 " " "	1881
		5 " " "	1888	Loan (sinking fund), 1850.....	2,400,000	5 " " "	1886
		5 " " "	1888	Oregon—(\$246,027):			
		5 " " "	1888	Bounty and Relief bonds.....	4,027	7 " " "	1875-84
		5 " " "	1888	Willamette Canal and Lock bonds, 1870	200,000	7 " " "	1890
		5 " " "	1888	Pennsylvania—(\$24,568,635):			
		5 " " "	1888	Inclined Plane Loan, of 1849.....	400,000	5 April & Oct.	1879
		5 " " "	1888	Loan of April 1852, reg. and coup.....	483,000	5 Jan. & July.	1882
		5 " " "	1888	Loans, May '52 & Apr. '53, reg. & coup.	3,540,500	5 Feb. & Aug.	1877-78
		5 " " "	1888	Stock Loan of Feb. 2, 1867, 2d series....	7,890,550	5 " " "	1877
		5 " " "	1888	Stock Loan of Feb. 2, 1867, 3d series....	9,271,850	5 " " "	1882
		5 " " "	1888	Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,850	5 " " "	1872-82
		5 " " "	1888	Agricultural College Land Scrip, 1872....	500,000	5 April & Oct.	1876
		5 " " "	1888	Rhode Island—(\$2,638,000):			
		5 " " "	1888	War Loan bonds of 1862.....	1,019,000	5 Mar. & Sept.	1882
		5 " " "	1888	War Loan bonds of 1863 and 1864.....	1,619,000	5 Various.	1883-94
		5 " " "	1888	South Carolina—(\$14,637,295):			
		5 " " "	1888	State House Stock, 1856 to 1861.....	944,918	5 Jan. & July.	1877-80
		5 " " "	1888	State House bonds, 1853 and 1854.....cur.	287,000	5 " " "	1871-80
		5 " " "	1888	Blue Ridge R. R. bonds, 1854.....	887,000	5 " " "	1875-79
		5 " " "	1888	Funding Stock and bonds, 1866.....	884,113	5 " " "	1877-97
		5 " " "	1888	Funding and Conversion bonds, 1868-69	3,764,850	5 J. A. J. & O.	1882-89
		5 " " "	1888	Land Commission bonds, 1869 and 1870.	261,000	5 Jan. & July.	1889
		5 " " "	1888	Fire Loan Stock of 1833.....	292,641	5 J. A. J. & O.	1888
		5 " " "	1888	Relief (Treasury) bonds, 1860.....	616,000	7 Jan. & July.	1888
		5 " " "	1888	Consolidated bonds, 1873, reg. and coup.	1,391,084	5 " " "	1893
		5 " " "	1888	Railroad bond endorsements.....	4,707,008	5 Various.	var.
		5 " " "	1888	Tennessee—(\$47,185,617):			
		5 " " "	1888	State Bonds (direct).....	2,641,000	5 April & Oct.	30 yrs 44
		5 " " "	1888	Railroad, &c., Loan bonds.....	28,530,000	5 Jan. & July.	30 yrs 44
		5 " " "	1888	Funding bonds, 1866 and 1868.....	7,141,000	5 " " "	1879-99
		5 " " "	1888	Funding bonds, 1873, coupon and reg....	6,222,000	5 " " "	1914 44
		5 " " "	1888	Texas—(\$4,822,073):			
		5 " " "	1888	State Bonds.....	125,000	5 Jan. & July.	1877
		5 " " "	1888	State Bonds.....	75,000	5 " " "	1892
		5 " " "	1888	Frontier Defense (gold) bonds.....	697,000	5 " " "	1910
		5 " " "	1888	Revenue Deficiency (gold) bonds.....	606,000	5 " " "	1892
		5 " " "	1888	Funding (gold) Bonds.....	1,000,000	5 " " "	1904
		5 " " "	1888	Funding (currency) Bonds.....	279,000	10 Mar. & Sept.	1875
		5 " " "	1888	Funding (currency) Bonds.....	400,000	10 Jan. & July.	1884
		5 " " "	1888	Pension (currency) Bonds.....	1,100,000	10 " " "	1894
		5 " " "	1888	Vermont—(\$312,500):			
		5 " " "	1888	War Loan bonds, 1862.....	512,000	5 June & Dec.	1875-90
		5 " " "	1888	Virginia—(\$50,568,403):			
		5 " " "	1888	Coupon (old) bonds, 1851 to 1861.....	7,562,652	5 Jan. & July.	1850-95
		5 " " "	1888	Registered (old) bonds, 1851 to 1861....		5 " " "	10 to 25
		5 " " "	1888	Coupon (new) bonds, 1866 and 1867....	700,000	5 " " "	1905 67
		5 " " "	1888	Registered (new) bonds, 1866 and 1867....		5 " " "	1906 31
		5 " " "	1888	Consol. (coup. not so receivable) 1871....	30,339,005	5 " " "	1906 67
		5 " " "	1888	Consol. (coup. not so receivable) 1873....	2,442,784	5 " " "	1906 31
		5 " " "	1888	Deferred (W. Va.) certificates, 1871.....	15,239,370	5 " " "	contd.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1868	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	115
2d Mortgage.....	2,678,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	360,000	8	Apr. and Oct.	"	1881	80
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	108	Consol. Mortgage for \$2,000,000.	1,065,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	102		344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	....	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	19
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	18
Allegheny Valley:							Mass. L. sec'd by \$4,000,000 Ser.	3,600,000	7	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	102	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. Ext., guar. by Pa. R.R.	9,935,000	7	Apr. & Oct.	Phil. or Lond.	1900	92	Bonds of 1875 for \$1,900,000....	999,300	7	"	"	1892	108
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	47	Boston and Maine:						
American Central:							Bonds of 1893 (comp. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'92-'94	111
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Andreocogin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1898	108
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts:							1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6	Apr. and Oct.	New York.	1903	....
1st Mortgage.....	1,500,000	7	Apr. & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	590,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1886	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	88	Buffalo and Erie:						
Land Grant Mortgage (gold)....	3,374,500	7	Apr. & Oct.	Boston.	1900	301	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July.	"	1902	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Consol. mort. gold (Oct. 1, '76)...	2,074,000	7	"	"	1903	831	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold)....	976,000	7	Apr. & Oct.	N. Y. or Bost.	1903	....	Buffalo and Jamestown:						
Land Income bonds.....	4,750,000	12	Jan. & July.	Boston.	....	104	1st Mortgage.....	1,000,000	6	.....	New York.	1902	....
Atlanta and Richmond Air Line							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	90	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,670	7	March & Sept.	"	1902	....	2d Mortgage for \$1,500,000....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, atg., skg. fund....	5,450,000	7	May & Nov.	N. Y. & Lond.	1919	374
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,660,250	7	Apr. & Oct.	N. Y. & Bost.	1898	110
Atlantic and Lake Erie:							Stock Bonds pref. 8d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000....	.....	7	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	Apr. & Oct.	N. Y. & Bost.	1879	100
Atlantic, Miss. and Ohio (428 m.).							Stock (common) Bonds.....	303,500	8	Jan. & July.	"	1894	100
1st Mortgage for \$15,000,000....	5,470,000	7	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1899	....
2d Mort. to State (no int. till '80).	4,000,000	.....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	102
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1893	90
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,188,500	6	Jan. & July.	"	1888	614	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold....	1,190,000	6	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (S ft. gauge):						
Income Bonds (for funding)....	829,600	6	"	"	1883	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7	Apr. & Oct.	N. Y. & Lond.	1896	....
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	L " "	1878	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1884....	1,500,000	6	Apr. & Oct.	"	1884	....	California Pacific:						
1st Mortgage (sterling) of 1871....	713,000	6	May & Nov.	"	1891	....	1st Mortgage, sinking fund....	2,250,000	7	Jan. & July.	New York.	1882	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,600,000	6	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1860-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	109	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	105
Loan of 1863-'80.....	1,710,000	6	Apr. & Oct.	"	1885	107	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	107
Loan of 1865-'90 (Balt.) skg fd.	3,263,026	6	Jan. & July.	"	1886	....	Sterling Loan, S. F. (\$202,000).	1,236,080	6	Feb. & Aug.	London.	1880	....
Loan of 1870-'90 (etc.) skg fund.	3,378,956	6	March & Sept.	London.	1895	....	Oamden and Atlantic:						
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6	"	"	1902	....	1st Mortgage.....	400,000	7	Jan. & July.	Philadelphia.	1896	112
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	105
Baltimore and Potomac:							Oamden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	99
1st Mortgage (R. R.) gold guar.	3,000,000	6	Apr. & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataqua:							1st Mort. (skg fd.) d'd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	64
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	.....	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	....	95
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Belfast and Mooshead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	75
Belleville and Snow Shoe:							2d Mortgage-Income Bonds..	3,000,000	7	Apr. & Oct.	"	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Belleville and Indiana:							1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	100
1st Mort., ass'd by C., C. O. & I.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	330,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., guar. by St. L. A. & T.H.	1,100,000	8	Apr. & Oct.	New York.	1896	91	1st Mortgage (new).....	1,200,000	7	"	"	1900	104
Beaumont and Madison (C. & N.W.):							Chattel Mortgage.....	290,850	5	May and Nov.	"	'93-'95	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	860,000	7	June and Dec.	New York.	1901	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	102	Cazenovia and Canastota:						
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1886	100	1st Mortgage, gold.....	326,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	98	Cedar Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	198,000	7	Apr. & Oct.	New York.	1894	90
1st Mortgage.....	240,000	8	Jan. & July.	.....	1903	....	1st Mort. (W. to Minn. Land)....	1,234,000	7	Jan. & July.	.....	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	98 1/2	2d Mort. (now 1st) guar. C. & N.W.	508,240	7	Jan. & July.	Boston.	1890	....
1st Mortgage 2d Div. \$10,000 p.m.	682,000	7	"	"	1894	98 1/2	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1910	94 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	105
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Government's aid.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1890	....	1st Mort. (Mil. and St. Paul R'y)	5,000,000	7	Jan. & July.	New York.	1893	103 1/2
2d Mortgage, gold, \$4,000 p.m.	925,000	7*	April & Oct.	"	1891	....	2d Mort. (" " ")	1,191,000	7	April & Oct.	"	1884	98
Central of L. I. (Flush. N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	98 1/2
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	547,000	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	92
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	82	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mort. (New) for \$5,000,000....	6,000,000	7	Feb. & Aug.	"	1890	108	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	103 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	837,000	7	"	"	1899	93
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	117
Consol. Mort. for \$25,000,000....	14,150,000	7	"	New York.	1899	85	2d Mort. (" " ")	1,315,000	7.3	"	"	1898	98
Central Ohio (B. and O.)							1st Mort. (Hast. and Dak. Div.)	461,000	7	Jan. & July.	"	1902	88
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101 1/2	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	....	....
1st Mort., 30 years bonds, (gold)	25,781,000	6*	Jan. & July.	New York.	1895-99	110 1/2	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	103	Consol. Mort. for \$85,000,000....	2,154,000	7	Jan. & July.	"	1905	57
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	108 1/2	Chicago and Northwestern:						
2d Mort. (Government's Subsidy)	25,885,000	6	"	U.S. Treasury.	1896-99	....	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	106
1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	102 1/2	General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1885	107 1/2
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	"	New York.	1888	94 1/2	Funded coupons (193 m.).....	740,300	7	May & Nov.	"	1883	105
1st Mort. (S. Fr. Okla. & Ala.)...	500,000	8*	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	1900	96	Green Bay Ext. (26 m. & 76,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	"	"	1900	97	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	168
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11	Mississippi River Bridge.....	186,000	7	"	"	1884	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	41	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	101
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	55	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	105
Income and Extension Bonds...	1,008,000	8	May & Nov.	"	1902	60	General Consol. Gold Bonds...	9,758,000	7*	June & Dec.	"	1902	94 1/2
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	1889	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Equipment Mort. (")	1,000,000	8	"	"	1889	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	39	2d Mort. (Mil. & Chi. R.R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	105
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. a. f. (Chi. & N. Pac. Air-L.)	25,000 pm	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort.	187,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.)						
Chattanooga:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl. Pekin & Southw'n (C.B. & Q.)						
Oberaw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	110
Cherry Valley, Sharon and Alb.							Chl. & Southw'n (C. R. L. & Pac.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	20	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	5,428,000	7*	Jan. & July.	"	1902	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	6	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Funded Interest, coupon.....	180,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	77-80	97 1/2	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort. guar. by B. & O. & M. & O.	322,000	7	Jan. & July.	Baltimore.	1900	98 1/2
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1866.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	118	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 stg. each)	3,893,200	6*	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	104 1/2	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
2d Mort. (")	188,000	7	Jan. & July.	"	1895	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,800,000	7	Feb. & Aug.	"	1900	92	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	3,571,000	8	Jan. & July.	New York.	1883	11 1/2	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skg fund conv.	156,000	8	"	"	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage guar. by C. H. & D.	580,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	2,391,475	7	Jan. & July.	Boston.	1896	109 1/2	2d Mortgage " " "	65,000	7	"	"	1889	....
Bond of 1875, Sinking Fund...	462,000	5	June & Dec.	"	1895	88	Cinc. Rich. & Ft. Wayne (G. R. & L.)						
Consol. Mortgage for \$30,000,000	8,428,000	7	"	"	1903	111	1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mort. (Am. Cen. R.R.) guar.	615,000	8	"	New York.	1878	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (Car. and Buri.) guar.	608,500	8	May & Nov.	"	1879	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	89
1st Mort. (Dix. Peo. & Han) guar.	753,000	8	Jan. & July.	"	1889	....	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	933,000	8	April & Oct.	Boston.	1890	110 1/2	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1877	....
1st Mort. (Keok. & St. Paul) guar.	864,500	8	"	"	1879	....	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York.	1901	65
1st Mort. (O. & Fox Rv.) guar.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	....	Cincinnati and Springfield:						
1st Mort. (Peo. and Han.) guar.	571,000	8	"	New York.	1878	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (Quincy & War.) guar.	756,000	8	"	N.Y. & Bost.	1880	....	2d Mortgage.....	588,256	7	Jan. and July.	"	1902	....
3d Mort. (Northern Cross) gold.	941,000	4*	"	Frankfort.	1890	....	Cincinnati, Wabash and Mich.:						
Chicago and Canada Southern:							1st Mortgage for \$16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....	Clev., Col., Cin. & Indianapolis:						
Chicago, Cincinnati and Louisv.:							1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	110 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mort. (C. & O. & G. R. R.)...	281,000	7	June & Dec.	"	74-84	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	94 1/2
4th (now 3d) Mortgage guar.	1,096,000	7	"	"	1892	105	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	108 1/2	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1901	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by LS&MS).	1,000,000	7	Jan. & July.	New York.	1880	107 1/2	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	107	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.s. (ass'd by LS&MS).	1,595,000	7	Jan. & July.	New York.	1885	110	1st Mortgage.	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	860,000	7	April & Oct.	"	1886	106	1st Mortgage (on Branches).	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage.	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Lonia and Lansing).	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1880	....
1st Mortgage.	225,000	8 1/2	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.R.)	2,500,000	7	May & Nov.	New York	1875	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	37 1/2	2d Mortgage (")	1,000,000	8	"	"	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1900	10	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.	3,893,000	7	"	"	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1898-98	66	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	"	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st M., a.s. (")	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866.	110,000	7	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.	1,702,817	6 1/2	Jan. & July.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	809,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1866.	924,000	7	Feb. & Aug.	New York.	1876	105
2d Mortgage (Ind. Central).	666,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Loganap't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort., guar. by C., B. and Q.	758,000	8	Jan. & July.	New York.	1889	101 1/2
Income (")	74,024	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Loganap't)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.	882,000	7	Jan. & July.	New York.	1883	103 1/2
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.	480,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch & 2d on main	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.	664,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000.	276,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.	289,500	6	June & Dec.	"	1876	99 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.	607,500	7	"	"	1876-81	97 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	1st Mortgage, guaranteed.	495,900	7	March & Sept.	Philadelphia.	1886	105 1/2
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	94 1/2
Connecticut Valley:							2d Mortgage.	180,000	4	"	"	1882-87	....
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1884	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mortgage tax free.	2,074,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1876	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234.	102 1/2	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	61 1/2
1st Mortgage.	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865.	160,000	6	April & Oct.	"	1885	....
Cowaneseque Valley:							Loan of 1867.	969,000	7	March & Sept.	"	1887	38
1st Mortgage, gold.	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.	1,000,000	6	March & Sept.	"	1887-89	....
2d Mortgage.	160,000	7	May & Nov.	"	1882	....	Loan of 1869.	500,000	6	May & Nov.	"	1889	....
Cumberd & Penn. (Consol. Coal):							Ten year coupon notes.	1,163,000	7	"	"	1892	40 1/2
1st Mortgage.	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.	2,513,500	7	"	"	1883-84	40 1/2
2d Mortgage, sinking fund.	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.	2,300,000	7	May & Nov.	"	1884	47 1/2
Cumberland Valley:							Sterling Sink. Rd. Bonds.	2,878,048	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.	109,500	8	"	"	1908	....	1st Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.	81,800	6	"	"	1884	....	2d Mortgage.	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.	200,000	7	"	"	1892	....	1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	103
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed.	570,000	6	April & Oct.	"	1880	64
1st Mortgage.	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.	300,000	7	"	"	1885	....	1st Mortgage, extended.	2,483,000	7	May & Nov.	New York	1897	109
Danv., Urb., Bloomington & Pekin:							2d Mortgage.	2,174,000	7	March & Sept.	"	1879	100 1/2
1st Mortgage.	2,000,000	7 1/2	April & Oct.	New York.	1909	....	3d Mortgage.	4,852,000	7	"	"	1883	90
Davenport and St. Paul:							4th Mortgage convertible.	2,937,000	7	April & Oct.	"	1880	110
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	5th Mortgage convertible.	709,500	7	June and Dec.	"	1888	100
Dayton and Michigan (O.H. & D.):							Buffalo Branch, 1st mortgage.	182,800	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1981	....	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	....	1st Consol Mort. for \$30,000,000.	12,076,000	7 1/2	"	N.Y. & London.	1920	....
3d Mortgage, guar.	366,000	7	April & Oct.	"	1883	....	2d Consol Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	....	Convertible bonds.	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.	135,000	7	June & Dec.	"	1879	....	2d Mortgage.	92,800	7	April & Oct.	"	1890	....
Income Bonds.	252,445	6	"	"	1879	....	Consolidated Mortgage.	2,192,000	7	Jan. & July.	"	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	53
1st Mort. (Central of Fla.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. & Ext'n.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	1,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	"	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1888	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fromont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1903	76
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co...	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	108	1st Mortgage s.f. (Intern. R. R.)	2,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	45,000	7	May & Nov.	"	1875	102	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,377,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.f., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	78-'83	....
Georgia (and Banking):							Equipment Bonds, registered...	375,000	10	"	"	1883	86
Company bonds (debentures)...	664,500	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (Cin. & Indiana) guar.	1,497,000	7	Jan. & July.	"	77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1896	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,060,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,193,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	102
Provincial Debenture \$2,111,500	15,857,500	"	"	Ottawa.	"	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	86
Mortgage Bonds \$547,000.....	2,735,000	5	April & Oct.	"	77-'78	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	73
Debenture Bonds \$1,743,100...	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1850:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	91	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	62	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	2,200,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car...	1,428,546	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (").....	84,000	7	"	"	1894	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbendale Section)..	2,000,000	7	"	"	1899	....
1st Mortgage (Construction)...	1,388,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	36	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	86	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgfield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	108	1st Mortgage s.f. fund guar....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	"	"	87-'88	108	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	77	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm. R. R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harrisburg Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R.R.	70												

AMERICAN RAILROAD BOND LIST

An Asterisk (*) fixed to rate of interest signifies "Payable in Cash."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.	
			When.	Where.	Due.							When.	Where.	Due.			
Kansas Pacific:									Louisville, Clinch and Lexington:								
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8*	Feb. & Aug.	N. Y. & St. L.	1895	....			Bonds to State of Kentucky:	74,510	6	Jan. & July.	New York.	1897	....	
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	8*	June & Dec.	"	1896	....			1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....	
1st M. (3d Div. 244.66m. & 3,000,000m.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....			2d Mortgage for \$1,000,000	875,000	8	April & Oct.	"	1900	....	
1st Mort. (1,000,000 acres) gold.	187,000	7	March & Sept.	N. Y. & St. L.	71-70	....			Louisville Loan.	100,000	6	Jan. & July.	"	1891	....	
1st Mort. (2,000,000 acres) gold.	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....			1st Mort. (Louisville & Frankf.)	39,000	6	"	"	72-75	....	
2d Mort. (") gold.	1,500,000	7*	March & Sept.	"	1896	....			1st Mort. (Louis. Clin. and Lex.)	21,000	6	April & Oct.	"	1902	....	
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. L.	1896	....			1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	1881	....	
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....			Louisville and Nashville:								
3d Mortgage (Income)	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....			1st Mortgage (main line 185 m.)	175,000	7	Jan. & July.	New York.	1875	....	
Kent County (Del.)									1st Mortgage (Memp. Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....	
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....			1st Mort. (Leb. Br. Ext. 73.2m.)	83,000	7	"	"	90-95	....	
Kentucky Central:									1st Mort. (Memphis and Ohio)	3,600,000	7	June & Dec.	New York.	1901	....	
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1885	....			1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....	
3d Mortgage	237,000	7	June & Dec.	"	1885	....			Consol. M. for \$5,000,000 (392 m.)	6,994,000	7	April & Oct.	"	1898	....	
Keokuk and Des Moines:									Louisville Loan.	849,000	6	"	"	90-97	....	
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	....			Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....	
Funded Interest	254,300	8	"	"	1884	....			Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1900	....	
Keokuk and St. Paul (C.B. & Q.):									Louisv. N. A. & St. L. Air-Line:								
1st Mortgage traffic guar.	864,000	8	April & Oct.	Boston.	1879	105			1st Mortgage gold, \$25,000 p. m.	2,675,000	7*	Jan. & July.	New York.	1892	....	
La Crosse, Trempealeau & Prescott:									Macon and Augusta:								
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....			1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....	
Lat. Blooming. & Miss. (T.W. & W.)									1st Mortgage not endorsed.	100,000	7	"	"	1887	....	
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	70			Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....	
Lat. Muncie & Bloom. (T.W. & W.)									Macon and Brunswick:								
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40			1st Mort. endorsed by Ga.	1,600,000	7	Jan. & July.	New York.	1887	....	
Lake Erie and Louisville:									1st Mort. " "	600,000	7	May & Nov.	"	1900	....	
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....			2d Mortgage	1,100,000	7	April & Oct.	"	1889	....	
2d Mortgage	590,000	7	Jan. & July.	"	1903	....			Equipment Mortgage	150,000	7	"	"	1879	....	
Lake Ontario Shore:									Madison and Portage:								
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....			1st Mort., guar. by Chl. and Sup.	600,000	10	April & Oct.	New York.	1890	....	
Lake Shore & Michigan South'n:									Maine Central:								
Sinking Fund Mortgage	1,198,000	7	April & Oct.	New York.	1879	....			Consolidated Mortgage	1,680,500	6	April & Oct.	Boston.	1912	....	
Consol. Mort., S.F., Regis'd.	6,115,000	7	J. A. J. & O.	"	1900	104			\$1,100,000 Loan, tax free	758,800	6	Jan. & July.	"	1898	....	
Consol. Mort., S.F., Coupon.	7	Jan. & July.	"	"	1900	107			Extension (gold) Loan	498,500	6	April & Oct.	"	1900	....	
2d Consol. Mort. for \$25,000,000	8,471,000	7	June & Dec.	"	1903	161			1st Mort. (Belfast & Moosehead)	150,000	5*	May & Nov.	Belfast & Bos.	1890	....	
Bonds of 1892 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....			\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	90-91	96		
Lake Shore Dividend Bonds	1,442,000	7	"	"	1899	95			1st Mortgage (Portland & Ken.)	217,500	6	April & Oct.	Augusta.	1886	....	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	107			Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1885	....	
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	107			2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1879	....	
1st Mort. (Mich. So. & Nor. Ind.)	6,286,000	7	May & Nov.	"	1885	111			1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....	
2d Mort. (")	2,682,300	7	"	"	1877	104			Bath (Androscoogin) Loan	425,000	6	"	"	1891	....	
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	110			Manchester & Framing. (B.C. & F.)								
2d Mort. (")	819,000	7	April & Oct.	"	1886	108			1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1880	96		
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....			Marietta and Cincinnati:								
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....			1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....	
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1895	105			1st Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	108		
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103			2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1886	94		
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	87			3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	64		
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....			4th Mortgage	2,004,000	8	April & Oct.	"	1908	....	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....			1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97			Marietta, Pittsburg & Cleveland:								
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....			1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1898	....	
2d M. (")	500,000	7	June & Dec.	"	1894	....			Marquette, Houghton & Ontonagon:								
Lake Shore & Tuscarawas Valley:									1st Mortgage (Marq. & Ont.)	1,780,000	8	Jan. & Dec.	New York.	1892	....	
1st Mortgage	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....			1st Mort. (Houghton and Ont.)	5,000,000	8	Jan. & July.	"	1892	....	
2d Mortgage, for \$1,000,000	696,000	7	"	"	1892	....			Consolidated Mortgage	1,454,000	8-10	Various	"	92-100	....	
Elvira and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....			Massachusetts Valley (C. & P. R.)								
Lake Superior & Mississippi:									1st Mortgage guaranteed	400,000	8*	Jan. & July.	Boston.	1870	80		
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20			Maryland and Delaware:								
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....			1st Mortgage	850,000	6	May & Nov.	Boston.	1885	20		
Income Bonds	3,260,000	10	"	"	1902	....			2d Mortgage	180,000	8	June & Dec.	"	1889	....	
Lawrence (P. Ft. W. & Chi.):									Massillon & Cleve. (C.M. V. & D.)								
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1896	....			1st Mortgage guaranteed, gold.	100,000	7*	Jan. & July.	New York.	1890	....	
Leavenworth, Atch. & N. West'n:									1st Mortgage and Lexington:								
1st Mort. guar. by Fac. of Mo.	500,000	7	April & Oct.	New York.	1899	....			Memphis and Charleston:								
Leaven. Lawrence & Galveston:									1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1890	....	
1st Mort. sfg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21			2d Mortgage	1,000,000	7	Jan. & July.	"	1884	....	
1st Mort. (K. O. & San. Foy guar.)	720,000	10	May & Nov.	Boston.	1890	....			Tennessee State Loan	1,314,125	8	"	"	....		
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....			Income Bonds	600,000	10	March & Sept.	"	75-78	....	
Lehigh and Lackawanna:									Memphis and Little Rock:								
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....			1st Mortgage (Land Grant)	1,200,000	8	May & Nov.	New York.	1890	....	
Lehigh Valley:									2d Mortgage	1,000,000	8	"	"	....		
1st Mortgage (new loan)									Michigan Air Line (Mich. Cent.):								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$3,000,000	8	Jan. & July.	New York.	1896	....
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western.	30,000pm	7*	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, sfg. id. & tax free.	1,012,500	7	May & Nov.	New York.	74-78	....	Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas.	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold.	3,709,500	7*	May & Nov.	"	1912	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
Mississippi, Ouchita & Red Riv.	2,000,000	7*	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
1st Mortgage gold.	2,000,000	7*	Jan. & July.	"	1900	....	New York, Boston and Montreal.	6,017,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.	12,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Consolidated Mortgage.	1,264,000	8	Jan. & July.	"	81-93	....	New York & Canada (D. & H. C.)	4,000,000	6*	May & Nov.	London.	1904	....
Tennessee State Loan.	430,547	6	"	"	"	....	1st Mort. for \$200,000, guar.	200,000	6*	May & Nov.	London.	1904	....
Mississippi Valley and Western.	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.	5,934,626	6	May & Nov.	New York.	1883	164
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Debt Certificates (N. Y. Cent.)	1,514,000	7	Feb. & Aug.	"	1876	1021
Missouri, Iowa and Nebraska.	2,000,000	7*	June & Dec.	"	1910	....	Bonds for debt aasm'd (N. Y. C.)	76,000	6	May & Nov.	"	1883	....
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	Bonds for B. & N. F. stk	592,000	6	"	"	1883	1624
Missouri, Kansas and Texas.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for R. R. Stocks	166,000	6	"	"	1883	161
1st Mort. (U. Pac. S. Br.) sfg. fund.	362,000	7*	June & Dec.	"	1905	....	Bonds for Real Estate	2,900,000	6	June & Dec.	"	1887	164
1st Mort. (Teb. & Neosho) S. F.	10,418,000	7*	Feb. & Aug.	"	1904	59	2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	1885	112
Consol. Land Grant, sfg. id. gold.	2,500,000	7	"	"	1905	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
Additional Consol. Mort.	600,000	7	"	"	1906	....	1st Mort. coup. for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	118
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	1st Mort. reg'd for \$2,000,000	9,733,333	6*	"	"	1903	109
Missouri River, Ft. Scott & Gulf.	5,000,000	10	Jan. & July.	New York.	1899	56	1st Mort. Sterling for \$2,000,000	9,733,333	6*	"	London.	1903	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	New York and Harlem.	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.	300,000	8	"	"	1887	....	Consolidated Mortgage of 1893.	108,444	7	Jan. & July.	"	1881	....
Mobile and Girard.	377,500	7	Jan. & July.	Savannah.	1878	....	Sinking Fund Mortgage of 1861.	10,500,000	7	May & Nov.	"	1900	118
1st Mortgage.	300,000	8	"	"	1887	....	Consol. Mort. of 1872, coupon.	1,000,000	7	"	"	1900	....
Plain bonds.	35,500	8	"	"	1887	....	Consol. Mort. of 1872, reg.	1,000,000	7	"	"	1900	....
Mobile and Montgomery.	4,494,000	8*	May & Nov.	New York.	1900	....	N. York, Housatonic & Northern.	249,000	7*	April & Oct.	New York.	1902	....
1st Mort. endor. by State of Ala.	500,000	8*	May & Nov.	New York.	1900	....	1st Mortgage.	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.	500,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford.	1,000,000	7	"	"	1903	....
Mobile and Ohio.	5,896,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mort. (Harlem & Portchester)	1,000,000	7	"	"	1903	....
1st Mortgage Sterling.	1,524,300	8	"	"	76-83	....	New York and Oswego Midland.	5,000,000	7*	Jan. & July.	New York.	1894	....
Interest bonds.	769,920	6*	"	"	1883	....	1st Mortgage gold, tax free.	2,500,000	7*	May & Nov.	"	1895	....
Tennessee Substitution Bonds.	1,088,000	6*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
2d Mortgage.	1,453,858	8	March	"	1877	....	3d Mortgage.	3,400,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.	977,560	7*	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort. (West. Extension).	2,425,000	7	"	"	1896	....
Convertible 3 per cent. bonds.	977,560	7*	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.	1,200,000	7	"	"	1896	....
Montclair (N. Y. and O. Mid.)	1,800,000	7*	March & Sept.	New York.	1886	....	New York, Providence & Boston.	76,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.	780,000	7	"	"	1900	....	1st Mortgage.	100,000	7	Jan. & July.	"	1876	....
2d Mortgage.	880,000	7	"	"	1900	....	Improvement Bonds.	250,000	6	May & Nov.	"	78-81	....
Isome Mortgage.	788,400	7	"	"	1887	....	Extension Bonds.	83,500	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie)	137,000	7	May & Nov.	New York.	1883	....	General Mort. for \$1,000,000.	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	1st Mortgage.	157,000	7	"	"	1877	....
Montgomery and Eufaula.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.	458,000	8	"	"	1883	....
1st Mortgage end. by Ala. gold.	330,000	8	June and Dec.	"	1900	....	North Carolina.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage not endorsed.	600,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
Monticello and Fort Jarvis.	600,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	226,000	8	"	"	1899	....
1st Mortgage gold, tax free.	5,000,000	7	May & Nov.	New York.	1914	117	North Missouri (St. L., K.C. & N.)	3,000,000	7	Jan. & July.	New York.	1895	98
Morris and Essex (D. L. & W.)	3,000,000	7	Feb. & Aug.	"	1891	106	1st Mortgage.	1,950,500	6	Jan. & July.	Philadelphia.	1885	104
2d Mortgage guar.	384,000	7	Jan. & July.	"	1900	106	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	106
Convertible bonds.	473,000	7	Feb. and Aug.	"	1889	103	3d Mortgage.	360,000	10	April & Oct.	"	1877	163
Construction bonds.	4,821,000	7	April & Oct.	"	1901	104	Chatt. Mortgage.	2,035,000	7	Jan. & July.	"	1903	167
Gen'l Mort. (at on Boston Br.)	1,029,000	7	"	"	1915	....	General Mortgage.	155,000	7	Feb. & Aug.	New York.	1887	....
Special Mortgage.	3,000,000	7	June & Dec.	"	1915	....	North Shore (Finn. N.S. & Cent.)	1,500,000	6	J. A. J. & O.	Annapolis.	1885	1044
Consol. mort. for \$25,000,000 guar.	1,450,000	6	Jan. & July.	New York.	74-78	....	1st Mortgage, Md. State loan.	1,400,000	6	Jan. & July.	Baltimore.	1885	1044
Nashville, Chattanooga & St. Louis.	1,000,000	4	"	"	81-91	....	2d Mortgage S. F. Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	104
1st Mort. (Government Subsidy)	5,000,000	7	"	"	1913	....	3d Mortgage.	600,000	6	Jan. & July.	Baltimore.	1877	1624
New Mortgage.	2,100,800	7	Jan. & July.	New York.	1900	87	2d Mort. (York & Cumb.) guar.	1,000,000	7	April & Oct.	Harriaburg.	1880	....
Nashville and Decatur (L. & Nash.)	600,000	6*	April & Oct.	Nashville.	1887	....	Income conv. coupon.	3,000,000	7	Jan. & July.	"	1922	....
1st Mortgage sinking fund, guar.	2,100,800	6*	April & Oct.	"	1887	....	Consol. Mort. coupon.	2,599,000	6*	"	Baltimore.	1900	1024
2d Mortgage gold.	200,000	8*	Feb. & Aug.	Boston.	1892	....	Consol. Mort. registered.	205,000	6*	April & Oct.	"	1900	....
Nashua and Lowell.	200,000	8*	Feb. & Aug.	Boston.	1892	....	Consol. General Mort. S. F.	2,984,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Bonds for freight depot.	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Krie)	400,000	7	Jan. & July.	Jersey City.	1878	....
Newark & New York (O. of N.J.)	800,000	7	May & Nov.	New York.	1889	974	1st Mortgage sfg. id. guar.	30,097,600	7.3	Jan. & July.	New York.	1900	15
1st Mortgage guar.	800,000	7	May & Nov.	New York.	1889	974	Northern Pacific.	140,000	6	Jan. & July.	Baltimore.	1885	97
Newark, Somerset & Straitville.	171,500	6	Jan. & July.	Boston.	1881	984	1st Mort. on R.R. & lands gold.	3,500,000	7*	"	"	....	....
1st Mortgage gold.	400,000	7	"	"	1894	165	Sorwich & Worcester (B. & E.)	400,000	6*	Jan. & July.	Boston.	1877	....
New Bedford.	625,000	7	Various.	New Haven.	96-100	....	1st Mort. Mass. Loan, sfg. id.	150,000	7	"	"	1877	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	984	Construction Bonds.	150,000	7	"	"	1877	....
New Issue for \$260,000.	400,000	7	"	"	1894	165	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
New Haven and Derby.	625,000	7	"	"	96-100	....	Equipment Mortgage.	30,000	8	Jan. & July.	Boston.	1878	95
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	....	Equipment Mortgage.	200,000	8	"	"	1879	95
2d Mortgage.	2,000,000	7	May & Nov.	New York.	1889	....	Sinking Fund Bonds.	488,000	8	March & Sept.	"	1890	96
New Haven and Northampton.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....	Ohio and Mississippi.	3,067,000	7	Jan. & July.	New York.	1898	914
1st Mortgage.	750,000	6	April & Oct.	"	80-82	....	Consolidated S. F. Mortgage.	2,517,000	7	"	"	1898	92
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	Consolidated Mort. Sterling.	112,000	7*	"	London.	1898	....
New Jersey Midland (N.Y. & O.M.)	2,000,000	7*	Feb. & Aug.	New York.	1895	....	2d Consol. Mort. & S. F. Bonds.	3,205,000	7	April & Oct.	New York.	1911	664
1st Mortgage gold, guar.	1,500,000	7	"	"	1881	....	Income and Funded Debt Bonds.	174,000	7	"	"	1882	....
2d Mortgage.	500,000	7	"	"	1881	....	Debenture Sinking Fund Bonds.	160,000	7	May & Nov.	New York.	1883	....
New Jersey and New York.	500,000	7*	March & Sept.	N. Y. or Lond.	1893	....	1st Mort. (Springfield Division).	1,616,000	7	May & Nov.	"	1900	80
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	20	Oil Creek and Allegheny River.	580,000	7	April & Oct.	Philadelphia.	1894	85
2d Mortgage.	1,000,000	7	March & Sept.	"	1884	....	1st Mortgage (O. & R. R.)	1,500,000	7	Feb. & Aug.	"	1882	80
Consol. Mort. for \$7,000,000.	8,303,030	7	April & Oct.	"	1903	....	1st Mort. (Warren & Franklin).	500,000	7	Jan. & July.	"	1890	60
Income Mortgage.	750,000	7	"	"	1891	....	1st Mort. (Union & Titusville).	1,100,000	7	Feb. & Aug.	"	1894	64
Re x Jersey West Line.	3,000,000	7	May & Nov.	New York.	1903	....	Consolidated Mortgage.	1,100,000	7	Feb. & Aug.	"	1894	64
1st Mort. gold, for \$3,000,000.	30,000	6	April & Oct.	New York.	1885	....						
2d Mortgage.	60,000	7	June and Dec.	"	1892	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt:	\$					
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	105 1/2	Mortgage Loan, convertible....	290,000	6	Jan. & July.	Phila. & Balt.	1884	101 1/2
Plain Bonds.....	32,000	5	" " "	"	1884	99 1/2	Loan of 1866.....	161,000	6	April & Oct.	"	1876	
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867.....	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$2,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	700,000	6	"	"	1892	
Cape Cod Railroad Bonds.....	255,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875.....	639,000	6	"	"	1900	
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) convy.	5,000,000	6	Monthly.	New York.	1884	84 1/2
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	82
Oregon and California:							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	...	....	Pittsburg, Ft. Wayne & Chicago:						
Osage Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	120
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1889	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	
1st Mortgage.....	500,000	7	May & Nov.	New York.	1910	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	110 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bos.	1900	106	2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	
Owensboro and Russellville:							2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series N).....	2,000,000	7	April & Oct.	"	1912	103 1/2
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	New York.	1887	
1st Mortgage gold.....	1,000,000	6 1/2	Feb. & Aug.	New York.	1888	94 1/2	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	83 1/2	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn. & Ind.)	4,000,000	7	Jan. & July.	Baltimore.	1898	103 1/2
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	"	1895	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 101 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	June & Dec.	"	1890	....	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1885	
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$2,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stig \$297,800.	2,889,320	7 1/2	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	
Paris and Decatur:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold.	800,000	6 1/2	Jan. & July.	Boston.	1900	
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bos.	1891	46
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights. (U. O. of N.):							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	
1st Mortgage gold (S. F.) 2d series	979,000	7 1/2	"	"	1900	....	2d Mort. (Portland Loan).....	306,300	6	Mar. & Sept.	"	1891	
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	108 1/2	1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	
(General Mortgage, registered.)							Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	100	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	82
State lien for \$7,500,000, skg fd	5,007,260	5	April & Oct.	Philadelphia.	75-79	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage.....	75,000	7	"	"		
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds.....	1,000,000	6	"	"		
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	110 1/2	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val. (C. B. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	60
1st Mortgage, traffic guarantee.....	571,000	8	Jan. & July.	Boston.	1875	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	750,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
Peoria and Rock Island:							2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1894	
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	117
Perkiomen (Phila. and Rdg):							2d Mortgage.....	150,000	7	"	"	1887	
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1894	
Petersburg:							1st Mort. (Troy, Salem & Ruth.)	500,000	7	May and Nov.	"	1890	
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-93	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 38 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund..	800,000	6	Jan. & July.	Richmond.	1880	
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,900	6	"	"	1875	
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	1st Mort. (Peldmont Branch)....	500,000	8	"	"	1888	
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	75-90	68 1/2
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage.....	1,768,000	6	May and Nov.	New York.	75-90	68 1/2
1st Mortgage.....	5,000,000												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.
			When.	Where.	Due.						When.	Where.	Due.		
Saginaw Valley and St. Louis:	\$							South Carolina:	\$						
1st Mortgage.....	340,000	8	May & Nov.	Saginaw.	1892	...		1st Mortgage Sterling.....	1,486,232	6*	Jan. & July.	London.	'82-'88	...	
Saint Croix and Penobscot:								1st Mortgage (L.) currency.....	897,000	7	"	New York.	'82-'88	...	
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	...		2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	...	
2d Mort. (" ").....	17,500	6	"	"	1879	...		Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	...	
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	...		Domestic (I) Bonds.....	1,298,500	7	April & Oct.	"	1891	...	
St. Joseph & Denver City:								Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	...	
1st Mort. (K. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	...		South Georgia and Florida:							
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	...		1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	...	
St. Joseph and St. Louis:								2d Mort. " " "	200,000	7	"	"	1889	...	
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	...		South Mountain Iron (Cumb. Val.):							
St. Louis, Alton and Terre Haute:								1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	...	
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	107		2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	...	
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	109		South and North Alabama.							
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	89		1st Mort. endor. by Ala. gold...	391,000	8	Jan. & July.	New York.	1890	...	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	...		Sterling Mort. guar. by L. & N.	21,100,000	...	May & Nov.	London.	...		
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	70		South Pacific (Atl. and Pac.)							
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...		1st Mortgage gold, assumed...	7,183,500	6*	Jan. & July.	New York.	1883	69	
St. Louis, Iron Mt. and Southern:								South Shore (Mass.):							
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	97		1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99	
2d Mort. (" ").....	6,000,000	7	May & Nov.	"	1897	73		South Side, Va. (A., M. and O.):							
1st Mort. L.G. (Arkansas Br.)	2,500,000	7	June & Dec.	"	1897	...		1st preferred bonds.....	675,900	8	Jan. & July.	New York.	'84-'90	...	
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7	"	"	1897	...		2d preferred bonds.....	621,000	6	"	"	'84-'90	...	
Consolidated Mortgage.....	1,500,000	7	"	"	1899	...		3d preferred bonds.....	452,500	6	"	"	'84-'90	...	
St. Louis, Jacksonville & Chicago:								Southern Central (N.Y. & Y.)							
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	...		1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	...	
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	...		2d Mortgage.....	600,000	7	March & Sept.	"	1882	103	
St. Louis, Kansas City & North:								Southern Iowa and Cedar Rapids:							
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	97		1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	...	
Real estate & 2d M. for \$3,000,000	983,000	7	March & Sept.	"	1899	...		Southern of L. L.:							
St. Louis, Lawrence and Denver:								1st Mortgage.....	760,000	7	March & Sept.	New York.	1887	...	
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	...		2d Mort. S. B. Fund.....	1,500,000	7	May & Nov.	"	...	80	
St. Louis and South Eastern:								Southern Minnesota:							
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	...		1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	...	
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	...		2d Mortgage land grant.....	1,252,000	7	Jan. & July.	"	1890	...	
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	...		Southern (Cal.) Pacific:							
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	...		1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	...	...
St. Louis, Van. & T. R. (T.H. & L.):								Southern Pennsylvania:							
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	...		1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	...	
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	...		2d Mortgage gold.....	88,600	7	"	"	1880	...	
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	...		South Western (Cen. of Ga.):							
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	...		1st Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	...	
St. Paul and Iowa Southwestern:								1st Mortgage (Muscooke) conv...	300,000	7	"	"	'72-'76	...	
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	...		Spartanburg and Union:						
St. Paul and Pacific 1st Division:								1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	...	
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	...		1st Mortgage not endorsed.....	198,370	7	"	"	1879	...	
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	...		Springfield, Athol & Northeastern:							
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	"	1892	...		1st Mortgage.....	415,000	7	Jan. & July.	Boston.	'83-'91	...	
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	...	...		Springfield & Illinois S. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7	"	"	...	...		1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	...
General Mortgage for \$15,000,000	...	7	"	"	...	...		2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	...
St. Paul, Stillwater & Taylor's F.:								Springfield and Northwestern:							
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	...		1st Mortgage gold, skg fund....	500,000	7	Feb. & Aug.	New York.	1901	...	
Salem (West Jersey):								Staten Island:							
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...		1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	65	
Salem and Lowell (B. & L.):								Stamstead, Shefford and Chamblay:							
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97		1st Mort. guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	49	
Sand, Mansfield & Newark (B. & O.)								Sullivan (Central Verm.):							
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99		1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	
Saratoga & Whitehall (R. & S.):								2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	...	
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...		Sullivan and Erie:							
Savannah, Albany & Gulf (A. & G.):								1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...	
1st Mortgage.....	310,000	7	Jan. & July.	New York.	Var.	...		Summit Branch:							
Savannah and Charleston:								1st Mortgage.....	600,000	7	Jan. & July.	N.Y. & Bos. Ph.	1904	85	
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	...		Sunbury and Lewiston:							
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	...		1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	...	
Funded Interest bonds, guar....	111,900	7	"	New York.	1889	...		Income Mort. gold.....	200,000	6*	"	"	1891	...	
Savannah, Griffin & North Ala.:								Susque. Bridge & Erie Junc. (E.):							
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1901	...		1st Mortgage.....	1,000,000	7	.....	New York.	...	...
Savannah and Memphis:								Synapse, Bing. & N.Y. (D.L. & W.):							
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...		1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	...	
Schenectady & Susq. (D. & H. Can.):								2d Mortgage.....	270,000	7	June & Dec.	"	1887	...	
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	...		Synapse and Chenango Valley:							
Schoharie & Three R. (L.S. & M.S.):								1st Mort. gold, for \$500,000...	500,000	7	Feb. and Aug.	New York.	1891	...	
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	...		Tebro and Neosho (M. K. & T.):							
Seaboard and Roanoke:								1st Mortgage gold, skg fund....	1,163,000	7	June & Dec.	New York.	1903	...	
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	...		Terre Haute & Indianapolis:							
Belma and Gulf:								1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	...	
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	...		Bonds of 1873 for \$1,600,000...	516,000	7	"	"	1894	...	
Belma, Marion and Memphis:								Texas and Pacific:							
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	...		1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	...	
Belma, Rome and Dalton:								Toledo, Can. Southern & Detroit:							
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	...		1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	65
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	...		Toledo, Peoria and Warsaw:							
Equipment Mortgage.....	280,000	10	"	"	1881	...		1st Mortgage (Eastern Div.)...	1,000,000	7	June & Dec.	New York.	1894	87	
Shamokin Valley & Pottaw. (N.C.):								2d Mortgage (Western Div.)...	1,800,000	7	Feb. and Aug.	"	1896	85	
1st Mortgage, on road and lands.	2,600,000	7	Jan. & July.	Philadelphia.	1901										

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
Troy & Bennington (T. & B.):	\$							Western Maryland:	\$						
1st Mortgage sfg fund, guar....	59,700	7	Jan. & July.	Troy.	1875	....		1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	80
Troy and Boston:								1st Mort. endor. by Balt.....	200,000	8	"	"	1890	105	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....		2d Mort. " " " " " " " "	300,000	6	"	"	1890	104
2d Mortgage.....	200,000	7	April & Oct.	"	1885	....		2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	101
3d Mortgage.....	600,000	8	May and Nov.	"	1875	....		2d Mortgage preferred.....	600,000	6	"	"	1895	103
Convertible Bonds.....	648,000	7	"	"	1882	....		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	106
Troy, Salem & Rutland (R. & Sar.):								4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....		Western Pacific (Gen. Pac.):						
Troy Union (and Depot):								1st Mort. assumed.....	2,755,000	60	Jan. and July.	New York.	1890	102	
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....		Western Pennsylvania (Penn.):						
Tuckerton:								1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79	
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....		1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:								General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	107		Western Union (Chl., M. & St. P.):							
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	105		1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	91		West Jersey:							
3d Mortgage Sinking Fund.....	14,400,000	80	March & Sept.	New York.	1894	....		Debenture bonds guar. by C. & A. A.	400,000	6	March & Sept.	Camden.	1883	86
Omaha Bridge B'ds, etc. \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....		1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):								1st Mortgage (Salmon) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1896	....		1st Mort. (Swedenborg) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'98	....		2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M. & T.):								Consolidated Mortgage.....	1,000,000	7	"	"	1899	107	
1st Mortgage gold, sfg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....		West Wisconsin:						
Union & Titusville (O. C. & A. Riv.):								1st Mort. land gr. gold sfg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60		1st Mort. (Southern Extension).....	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Co.:								White Water Valley:							
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100		1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$380,200 (U. Co's)	1,848,000	50	"	London.	1894	....		Wico-Mico and Peconic:						
Sterling Loan \$380,000 (U. Co's)	1,800,000	60	"	"	1894	....		1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 St. Fund (U. Co's)	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....		Williamston and Tarboro:						
Loan of 1898 (United Compa's)	154,000	8	Feb. and Aug.	"	1888	96		1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....		Wilmington, Coldm. & Augusta						
Sterling S. F. \$282,000 (O. & A. M.)	1,310,000	60	Feb. and Aug.	London.	1890	....		1st Mortgage.....	2,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1893 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	102		Wilmington and Reading:							
Loan of 1899 (U. Co's)	868,000	6	June & Dec.	Princeton.	1889	105		1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43	
Mortg. Loan (U. Co's)	5,000,000	6	May and Nov.	Philadelphia.	1889	107		2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10	
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1879	....		Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....		Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:								Sterling Bonds.....	221,400	70	May and Nov.	"	1885	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....		Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	100
Utah Southern:								Wilmington and Western (Del.):							
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....		1st Mortgage.....	500,000	7	J. A. J. & O. Phil. & Wilm.	1892	....	
Utica and Black River:								Wmna & St. Peter (O. & N. W.):							
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....		1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....		2d Mortgage \$12,000 p. m.....	1,660,000	7	May and Nov.	"	1907	78
Utica, Ithaca and Elmira:								Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1909	....
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	....		Wisconsin Central:						
Vermont Cent.—See Central Vt.								1st M. L. G. gold S. F. \$25,000 p. m.	4,618,500	70	Jan. and July.	Boston.	1901	30	
Vermont and Massachusetts:								Worcester (Md.):							
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100		1st Mortgage.....	210,000	8	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104		Worcester and Nashua:							
Convertible bonds.....	150,000	7	"	"	1881	103		Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:								Plain Bonds.....	185,300	6	Various	"	81-'87	....
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....		Plain Bonds.....	2,250,000	7	Apr. and Oct.	"	1893	107
2d series (blue).....	860,000	7	"	"	1890	....		CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....		Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....		1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1896	85
Special Loan 1871.....	218,000	8	Jan. and July.	"	1890	....		Chesapeake and Ohio:						
Vineyard:								Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....		Preferred Bonds (next lien).....	1,000,000	6	Jan. and July.	Baltimore.	1886	101
Virginia & Tennessee (A. M. & O.):								Delaware Division (L. O. & N.):							
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1894	70		1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97	
4th Mortgage.....	870,000	8	March & Sept.	"	1900	69		Delaware and Hudson:							
Registered Certificates.....	118,296	8	Jan. and July.	"	1875	....		1st Mort. (1st series, Nov. 1, '67)	1,500,000	7	May and Nov.	New York.	1877	103
Funded Interest.....	226,300	8	"	"	1880	....		2d series, July 1, 1869	2,500,000	7	Jan. and July.	"	1894	104
Income Mortgage (fundable).....	98,500	8	"	"	1866	....		tered. (2d series, Jan. 1, 1871)	2,500,000	7	"	"	1891	103
Walkill Valley (Erie):								Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	108	
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....		Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):								Lehigh Coal and Navigation:							
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....		Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	97
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106		Convertible Bonds.....	41,550	6	"	"	1882	98	
Warren & Franklin (O. C. & A. H.):								Convertible Loan, gold.....	794,000	60	March & Sept.	"	1894	102	
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80		1st Mortgage, registered.....	5,381,363	6	J. A. J. & O.	"	1894	99	
Warwick Valley (Erie):								1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	100	
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....		Mortgage (equity) Loan, gold.....	4,692,500	60	June & Dec.	"	1897	98
Wasatch and Jordan Valley:								Consolidated Mortgage.....	1,065,000	7	"	"	1911	95	
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....		Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97
Washington City, Va. Mid. & Gt. So.								Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O. Alex. & Manassas).....	1,050,000	7	Jan. and July.	Baltimore.	1882	76		Monongahela Navigation:							
2d Mort. (O. Alex. & Manassas).....	350,000	7	"	"	1891	91		1st Mortgage.....	108,000	8	Jan. and July.	New York.	1867	....
1st Mort. Orange & Alexandria.....	400,000	6	May and Nov.	"	1873	70		Morris (and Banking):							
2d Mort. " " " " " " " "	1,200,000	6	Jan. and July.	"	1873	70		1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	90	
3d Mort. " " " " " " " "	600,000	8	May and Nov.	"	1873	70		Boat Loan, sinking fund.....	284,985	7	Apr. and Oct.	"	1890	101	
4th Mort. " " " " " " " "	700,000	8	March & Sept.	"	1880										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. 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Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. 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Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress		Mileage		Midn. Line		Year ending		Railroad		Branch Line		Track and Sidings		Rolling Stock		Freight		Pass.		Engines		Railroad in Progress	
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RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.														
An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad". A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."														
Land Grant Railroads are printed in "Italics".														
Abstract of General Balance Sheet.														
Operations.														
Earnings.														
Value of Shares.														
Dividends.														
Market.														
Par.														
Net.														
Gross.														
Freight.														
Passengers.														
Trains Moved.														
Railroad Operated.														
Surplus Income.														
Accounts.														
Bonds.														
Stocks.														
Accounts and Cash.														
Assets.														
Rolling Stock.														
Railroad.														
Company.														
Freight.														
Pass.														
Engines.														
2d Track and Sidings.														
Branch Line.														
Main Line.														
Year ending														
Sept. 30, 1875	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1875	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1875	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1875	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1876	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1877	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1878	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1879	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1880	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Oct. 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Nov. 30, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Dec. 31, 1881	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jan. 31, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Feb. 28, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Mar. 31, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Apr. 30, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
May 31, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jun. 30, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Jul. 31, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Aug. 31, 1882	65.5	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4	6.4	12.4
Sept. 30, 1882	65.5	12.4	6.4	12.4										

Sept. 10, 1876	140.5	6.6	16.8	603	Richmond and Danville	5,660,614	2,549,566	100,442	4,000,000	3,592,686	729,757	48,979	224.6	070,412	196,678	221,017	9.28 058	323,448	100
Sept. 20, 1876	22.6	4.2	6.0	9	170 Richmond and Petersburg	1,502,884	163,790	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 30, 1876	26.9	5.0	7.4	13	41 Richmond, Fredburg and Potomac	2,806,706	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 40, 1876	26.9	5.0	7.4	13	41 Richmond, York Riv. & Chesapeake	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 50, 1876	26.9	5.0	7.4	13	41 Rochester and State Line	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 60, 1876	26.9	5.0	7.4	13	41 Rochester, South & Penn.	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 70, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 80, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Sept. 90, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 10, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 20, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 30, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 40, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 50, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 60, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 70, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 80, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Oct. 90, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Nov. 10, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 10, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 20, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 30, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 40, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 50, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 60, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 70, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 80, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Dec. 90, 1876	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 10, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 20, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 30, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 40, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 50, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 60, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 70, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 80, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Jan. 90, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 10, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 20, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 30, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 40, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 50, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 60, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 70, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 80, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Feb. 90, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 10, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 20, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 30, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 40, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 50, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 60, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 70, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372	14,935	75,251	100
Mar. 80, 1877	26.9	5.0	7.4	13	41 Rochester, Rock Island and St. Louis	1,245,886	132,606	317,157	1,008,000	876,796	128,433	600,214	224.6	186,941	183,840	46,372			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

RAILROAD SHARE LIST, INCLUDING

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending		Main Line.		Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Rolling Stock.		Companies.		Property and Assets.		Liabilities.		Railroad Operated.		Operations.		Earnings.		Value of Shares.	
		M.		M.		M.		M.		M.		M.				M.		M.		M.		M.		M.		M.	
		P.		P.		P.		P.		P.		P.				P.		P.		P.		P.		P.		P.	
		C.		C.		C.		C.		C.		C.				C.		C.		C.		C.		C.		C.	
		D.		D.		D.		D.		D.		D.				D.		D.		D.		D.		D.		D.	
		E.		E.		E.		E.		E.		E.				E.		E.		E.		E.		E.		E.	
		F.		F.		F.		F.		F.		F.				F.		F.		F.		F.		F.		F.	
		G.		G.		G.		G.		G.		G.				G.		G.		G.		G.		G.		G.	
		H.		H.		H.		H.		H.		H.				H.		H.		H.		H.		H.		H.	
		I.		I.		I.		I.		I.		I.				I.		I.		I.		I.		I.		I.	
		J.		J.		J.		J.		J.		J.				J.		J.		J.		J.		J.		J.	
		K.		K.		K.		K.		K.		K.				K.		K.		K.		K.		K.		K.	
		L.		L.		L.		L.		L.		L.				L.		L.		L.		L.		L.		L.	
		M.		M.		M.		M.		M.		M.				M.		M.		M.		M.		M.		M.	
		N.		N.		N.		N.		N.		N.				N.		N.		N.		N.		N.		N.	
		O.		O.		O.		O.		O.		O.				O.		O.		O.		O.		O.		O.	
		P.		P.		P.		P.		P.		P.				P.		P.		P.		P.		P.		P.	
		Q.		Q.		Q.		Q.		Q.		Q.				Q.		Q.		Q.		Q.		Q.		Q.	
		R.		R.		R.		R.		R.		R.				R.		R.		R.		R.		R.		R.	
		S.		S.		S.		S.		S.		S.				S.		S.		S.		S.		S.		S.	
		T.		T.		T.		T.		T.		T.				T.		T.		T.		T.		T.		T.	
		U.		U.		U.		U.		U.		U.				U.		U.		U.		U.		U.		U.	
		V.		V.		V.		V.		V.		V.				V.		V.		V.		V.		V.		V.	
		W.		W.		W.		W.		W.		W.				W.		W.		W.		W.		W.		W.	
		X.		X.		X.		X.		X.		X.				X.		X.		X.		X.		X.		X.	
		Y.		Y.		Y.		Y.		Y.		Y.				Y.		Y.		Y.		Y.		Y.		Y.	
		Z.		Z.		Z.		Z.		Z.		Z.				Z.		Z.		Z.		Z.		Z.		Z.	

Philadelphia Stock Exchange.
Closing Prices for the week ending Sept. 2

W. 20. Th. 21. F. 22. Sat. 23. M. 24. Tu. 25.

W. 20. Th. 21. F. 22. Sat. 23. M. 24. Tu. 25.

Lehigh Valley	3-10s-102	102	102	102	102
7s, Income	47	47	102	102	102
Camden & A. D. 6s, 1886	108	108	108	108	108
6s, 1889	108	108	108	108	108
Camden, 6s, 1889	108	108	108	108	108
Camden and Atlantic	107	107	107	107	107
Preferred	107	107	107	107	107
1st mortgage	107	107	107	107	107
2d mortgage	107	107	107	107	107
Catawissa	42	42	42	42	42
Preferred	42	42	42	42	42
New preferred	42	42	42	42	42
7s, new	109	109	109	109	109
Del. & Bound Brook	109	109	109	109	109
7s	109	109	109	109	109
Elmira & Williamsport	109	109	109	109	109
Preferred	109	109	109	109	109
7s	109	109	109	109	109
Hunt. & B. Top Mt.	109	109	109	109	109
Preferred	109	109	109	109	109
2d mortgage	109	109	109	109	109
Lehigh Navigation	33	33	33	33	33
6s, 1877	101	101	101	101	101
6s, 1884	101	101	101	101	101
Gold Loan	97	97	97	97	97
Railroad Loan	101	101	101	101	101
Conv. Gold Loan	102	102	102	102	102
Lehigh Valley	50	50	51	51	50
6s, new, coupon	107	107	107	107	107
7s	111	111	111	111	111
Consol. mort. 6s	98	98	98	98	98
Little Schuylkill	46	46	46	46	46
Minehill & Sch. Haven	63	63	63	63	63
North Pennsylvania	106	106	106	106	106
1st mortgage 6s	106	106	106	106	106
2d mortgage 7s	106	106	106	106	106
Chatell 10s	106	106	106	106	106
Gen'l mort. 7s, coup.	106	106	106	106	106
Northern Central	29	29	30	30	30
Pennsylvania E. R.	48	48	49	49	48
1st mortgage	107	107	107	107	107
Gen'l mortgage	107	107	107	107	107
Gen'l mort. reg.	108	108	108	108	108
Consol. mort. 6s, reg.	100	100	100	100	100
Penn. State 6s, 2d series	106	106	106	106	106
Penn. State 6s, 3d series	113	113	113	113	113
Philadelphia City, 6s	105	105	105	105	105
6s, new	110	110	110	110	110
Phila. and Reading	44	44	44	44	44
Debenture bonds	74	74	74	74	74
7s, of 1893	111	111	111	111	111
7s, new, convertible	95	95	95	95	95
Gen'l mortgage	109	109	109	109	109
Gen'l mortgage, reg.	107	107	107	107	107
Philadelphia and Erie	15	15	15	15	15
1st mortgage, 6s	97	97	97	97	97
2d mortgage, 7s	97	97	97	97	97
Pittab. Cin. & St. L. 7s	81	81	81	81	81
Pittab. Titusv. & Buff.	104	104	104	104	104
7s	104	104	104	104	104
Schuylkill Navigation	138	138	138	138	138
Preferred	138	138	138	138	138
6s, 1872	138	138	138	138	138
6s, 1882	138	138	138	138	138
6s, 1895	138	138	138	138	138
United Co. of N. Jersey	138	138	138	138	138
Hestonville. (Horse)	27	27	27	27	27
Chestrnut & W. (do.)	83	83	83	83	83
Germanatown (do.)	70	70	70	70	70
Green and Coates (do.)	80	80	80	80	80
Lombard & S. (do.)	80	80	80	80	80
2d and 3d streets (do.)	80	80	80	80	80
Spruce and Pine (do.)	80	80	80	80	80
18th and 15th sts. (do.)	80	80	80	80	80
Union	80	80	80	80	80

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 26

W.20.Tb 21 F.22 Sat.23. M.25.Tu.26.

Baltimore and Ohio.....	122	152	152	.....
6s, 1880.....	103	103	103	.....
6s, 1885.....	107	103	103	.....
Central Ohio.....	.....	.....	.....	.....
1st mortgage.....	101	101	101	.....
Marietta & Cincinnati.....	.....	.....	.....	.....
1st mortgage, 7s.....	103	103	103	.....
2d mortgage, 7s.....	94	94	103	.....
3d mortgage, 8s.....	65	65	65	.....
Northern Central.....	.....	.....	.....	.....
2d mortgage, 6s 1885.....	.....	.....	.....	.....
3d mortgage, 6s, 1900.....	102	.....	.....	.....
6s, 1900, Gold.....	101	102	102	.....
Orange and Alex. 1st.....	.....	.....	.....	.....
2d mortgage, 6s.....	.....	.....	.....	.....
3d mortgage, 8s.....	.....	.....	.....	.....
4th mortgage, 8s.....	.....	.....	.....	.....
O., Alex. & Manassas 7s.....	103	103	103	.....
Pittsb. & Connellsv. 7s.....	103	103	103	.....
Virginia 6s, Consol.....	68	67	67	.....
Consol. Coupons.....	86	86	87	.....
Deferred Certificates.....	.....	.....	.....	.....
Western Maryland.....	.....	.....	.....	.....
1st M., end. by Balt.....	.....	.....	.....	.....
2d M., do.....	.....	.....	.....	.....
3d M., do.....	.....	.....	.....	.....
1st M., unendorsed.....	.....	.....	.....	.....
2d M., end. Wash. Co.....	103	.....	.....	.....
3d M., preferred.....	103	.....	.....	.....
City Passenger R. R.....	.....	.....	.....	.....

New York Stock Exchange.

Closing Prices for the week ending Sept. 21

Th. 21. F. 22. Sa. 23. M. 24. Tu. 25. W. 26.

Federal Bonds:		Closing Price	
U. S. 4s, 1891, reg.	111	Sept. 8.	111
U. S. 5s, 10-40s, reg.	116	Sept. 15.	116
U. S. 5s, 6-20s, comp.	114	Sept. 22.	114
U. S. 5s, 1881, reg.	114	Sept. 29.	114
U. S. 5s, 1881, coup.	114	Oct. 6.	114
U. S. 5s, 1881, reg.	117	Oct. 13.	117
U. S. 5s, 1881, coup.	118	Oct. 20.	118
U. S. 5s, 6-20s, reg. 1888.	118	Oct. 27.	118
U. S. 5s, 6-20s, c. 1895.	113	Nov. 3.	113
U. S. 5s, 6-20s, r. n. 1895	113	Nov. 10.	113
U. S. 5s, 6-20s, c. n. 1895	113	Nov. 17.	113
U. S. 5s, 6-20s, c. n. 1895	116	Nov. 24.	116
U. S. 5s, 6-20s, c. 1897.	116	Dec. 1.	116
U. S. 5s, 6-20s, reg. 1898.	118	Dec. 8.	118
U. S. 5s, 6-20s, c. 1898.	118	Dec. 15.	118
U. S. 5s, 6-20s, c. 1898.	122	Dec. 22.	122
U. S. 5s, 6-20s, c. 1898.	122	Dec. 29.	122

London Stock Exchange.		Closing Price	
Atlantic & Gt. W. 1st mort.	\$1,000.	72	24
Do. 2d mort.	\$1,000.	72	24
Atlantic, Mich.	Ohio Consol.	20	25
Central of New Jersey Consol.	mort.	68	73
Central Pacific of California 1st mort.	104	104	104
Do. (C. & O. div.) 1st mt. gd. bds.	94	95	95
Detroit & Milwaukee 1st mort.	bonds	30	40
Do.	2d	30	40
Eric shares	\$100	91	91
Do. Preference Shares		17	16
Do. 1 Convertible Gold Bonds		31	38
Galveston and Harrisburg 1st mort.		75	75
Lehigh Valley Central \$100 shares		81	83
Lehigh Valley Consol. mortgage		98	97
Marquette and Cincinnati Railway		99	101
Mo. Kan. & Tex. 1st Mt. G. B. Eng.		63	55
N. Y. Cent. & Hud. Riv. Mt. Bonds	114	112	112
Do. 1st mortgage		99	101
Pennsylvania, \$50 shares		43	43
Do. 1st mortgage		98	98
Philadelphia and Reading \$50 sha.		40	42
Pittsb. Ft. W. & Chic. Equip. bds.	104	106	104
Union Pacific Land Grant 1st mort.		97	98
Do.	2d	99	100

American Railroad Journal.

Saturday, September 30, 1876.

Financial and Commercial Affairs.

There has been no improvement in the tone of the speculation or in the course of prices of railroad securities during the past week. Even the improvement in a certain class of bonds—among which the Central of New Jersey are the most conspicuous—has received a check, a part of the late advance was lost, and the feeling of distrust in what have been known as "investment securities" has spread to those which have heretofore stood firm. The assault upon the New York Central has continued, in the face of a vigorous and manly card from Mr. Wm. H. Vanderbilt, the Vice President of the Company. The trouble with this card was, that it was unusual—it betokened alarm—it was quite different from the Commodore's manner of dealing with the Bears at the beginning of his connection with the road. The Lake Shore and Michigan Southern, and the Chicago, Milwaukee and St. Paul stocks have also yielded under the severe pressure of sellers. The attack on Tuesday upon Delaware, Lackawanna and Western was most vigorous and well sustained, and in spite of the efforts of friends and the better aspect of its affairs, it was sold down two points. Under a rumor that the quarterly dividend had been passed, 52,000 shares were sold. The other coal stocks were comparatively quiet, until towards the close on Wednesday when the street was startled by advices from Philadelphia of a decline in the shares of the Philadelphia and Reading Railroad Company from 44 to 32½—a fall of 11½ per share, or 23 per cent. In explanation of this decline, it was asserted that a recent large buyer was out of town.

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running data (---) signifies "not ascertained."

Year ending.	Railroad.	Rolling Stock.	Companies.	Abstract of General Balance Sheet.									
				Property and Assets.					Liabilities.				
				Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.
Year ending.	Railroad.	Rolling Stock.	Companies.	Operations.					Earnings.				
				Freight.			Passenger.			Net.			
				M.	Tons.	Number.	M.	Tons.	Number.	M.	Tons.	Number.	Par.
Dec. 31, 1875	Virginia and Truckee	337	Nevada	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	W. & A. (Erie)	4	New York	1,900,222	1,900,222	1,900,222	1,900,222	1,900,222	1,900,222	1,900,222	1,900,222	1,900,222	1,900,222
Sept. 30, 1875	War River (R. and W.)	1	Mass.	1,001,207	1,001,207	1,001,207	1,001,207	1,001,207	1,001,207	1,001,207	1,001,207	1,001,207	1,001,207
Dec. 31, 1875	Warren (D. L. and W.)	8	New Jersey	1,160,200	1,160,200	1,160,200	1,160,200	1,160,200	1,160,200	1,160,200	1,160,200	1,160,200	1,160,200
Sept. 30, 1875	Washington and Ohio	66	Virginia	1,002,086	1,002,086	1,002,086	1,002,086	1,002,086	1,002,086	1,002,086	1,002,086	1,002,086	1,002,086
Sept. 30, 1875	Wash. City, Va. Mid. & Gt. Southern, Va.	447	Virginia	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Dec. 31, 1875	Wasatch and Jordan	138	Utah	284,000	284,000	284,000	284,000	284,000	284,000	284,000	284,000	284,000	284,000
Oct. 31, 1875	Wilmington, Brev. and Bruce	68	North Carolina	2,023,408	2,023,408	2,023,408	2,023,408	2,023,408	2,023,408	2,023,408	2,023,408	2,023,408	2,023,408
Aug. 31, 1875	Western and Philadelphia	247	Penn.	4,533,000	4,533,000	4,533,000	4,533,000	4,533,000	4,533,000	4,533,000	4,533,000	4,533,000	4,533,000
Sept. 30, 1875	Western and Atlantic	921	Pa.	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Dec. 31, 1875	Western Maryland	170	Md.	4,400,040	4,400,040	4,400,040	4,400,040	4,400,040	4,400,040	4,400,040	4,400,040	4,400,040	4,400,040
Sept. 30, 1875	Western Pennsylvania (Penn.)	8	Penn.	3,977,340	3,977,340	3,977,340	3,977,340	3,977,340	3,977,340	3,977,340	3,977,340	3,977,340	3,977,340
Dec. 31, 1875	Western Union (M. & S. C. P.)	13	W. Va.	1,732,330	1,732,330	1,732,330	1,732,330	1,732,330	1,732,330	1,732,330	1,732,330	1,732,330	1,732,330
Sept. 30, 1875	West Wisconsin	17	Wis.	2,312,888	2,312,888	2,312,888	2,312,888	2,312,888	2,312,888	2,312,888	2,312,888	2,312,888	2,312,888
Dec. 31, 1875	Wheeling, Pbg. & Water Valley	34	W. Va.	602,311	602,311	602,311	602,311	602,311	602,311	602,311	602,311	602,311	602,311
Sept. 30, 1875	Wilmington and Reading	144	Penn.	3,277,883	3,277,883	3,277,883	3,277,883	3,277,883	3,277,883	3,277,883	3,277,883	3,277,883	3,277,883
Oct. 31, 1875	Wilmington and Western	16	Del.	787,929	787,929	787,929	787,929	787,929	787,929	787,929	787,929	787,929	787,929
Jun. 30, 1875	Wisconsin Central	2	Wis.	1,047,463	1,047,463	1,047,463	1,047,463	1,047,463	1,047,463	1,047,463	1,047,463	1,047,463	1,047,463
Sept. 30, 1875	Wisconsin Valley	210	Wis.	1,638,849	1,638,849	1,638,849	1,638,849	1,638,849	1,638,849	1,638,849	1,638,849	1,638,849	1,638,849
Dec. 31, 1875	Worcester and Nashua	17	Mass.	2,057,754	2,057,754	2,057,754	2,057,754	2,057,754	2,057,754	2,057,754	2,057,754	2,057,754	2,057,754
May 31, 1875	Chesapeake and Delaware Canal	1	Md.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Chesapeake and Ohio Canal	1	Md.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Delaware Division Canal	1	Del.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Delaware and Hudson Canal	1	N.Y.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Lehigh Coal & Navigation	1	Penn.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Monmouth Navigation	1	N.J.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Patuxent Navigation	1	Md.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Sandy Hill Navigation	1	Penn.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Sandwich and Tide Water Canal	1	Penn.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1875	Union Canal	1	Penn.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

Philadelphia Stock Exchange.
Closing Prices for the week ending Sept. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 24. Tu. 25.			
Allegheny Val. 7 3/10s. 102	7s. Income. 47	102	102
Camden & Am. 6s. 1883	47 1/2	102	102
6s. 1889	102	102	102
Mort. 6s. 1889	106	106	106
Camden and Atlantic	107 1/2	107 1/2	107 1/2
Preferred	107 1/2	107 1/2	107 1/2
1st mortgage	107 1/2	107 1/2	107 1/2
2d mortgage	107 1/2	107 1/2	107 1/2
Catawissa	107 1/2	107 1/2	107 1/2
Preferred	42	42	42
New preferred	42	42	42
7s. new	100	100	100
Del. & Bound Brook	100	100	100
7s. new	100	100	100
Elmira & Williamsport	100	100	100
Preferred	100	100	100
7s. new	100	100	100
Hunt. & B. Top Mt.	100	100	100
Preferred	100	100	100
2d mortgage	100	100	100
Lehigh Navigation	32 1/2	33 1/2	33 1/2
6s. 1877	33 1/2	33 1/2	33 1/2
6s. 1884	101	101	101
Gold Loan	97 1/2	97 1/2	97 1/2
Railroad Loan	101	101	101
Conv. Gold Loan	102	102	102
Lehigh Valley	50 1/2	51 1/2	51 1/2
6s. new, coupon	107	107	107
6s. new, registered	111	111	111
7s. new	98 1/2	98 1/2	98 1/2
Consol. mort. 6s.	98 1/2	98 1/2	98 1/2
Little Schuylkill	46 1/2	46 1/2	46 1/2
Minehill & Sch. Haven	68	68	68
North Pennsylvania	106 1/2	106 1/2	106 1/2
1st mortgage 6s.	106 1/2	106 1/2	106 1/2
2d mortgage 7s.	106 1/2	106 1/2	106 1/2
Chattel 10s.	106 1/2	106 1/2	106 1/2
Gen'l mort. 7s. coup.	106 1/2	106 1/2	106 1/2
Northern Central	29	29 1/2	29 1/2
Pennsylvania R. R.	48 1/2	49	49 1/2
1st mortgage	107	107	107
Gen'l mortgage	107	107	107
Gen'l mort. reg.	108 1/2	108 1/2	108 1/2
Consol. mort. 6s. reg.	100	100	100
Penn. State 6s. 2d series	106 1/2	106 1/2	106 1/2
Penn. State 6s. 3d series	113	113	113
Philadelphia City, 6s.	106 1/2	106 1/2	106 1/2
6s. new	110 1/2	110 1/2	110 1/2
Phila. and Reading	44 1/2	44 1/2	44 1/2
Debenture bonds	44 1/2	44 1/2	44 1/2
7s. of 1883	111 1/2	111 1/2	111 1/2
7s. new, convertible	95	95	95
Gen'l mortgage	108 1/2	108 1/2	108 1/2
Gen'l mortgage, reg.	107 1/2	107 1/2	107 1/2
Philadelphia and Erie	15 1/2	15 1/2	15 1/2
1st mortgage, 6s.	16 1/2	16 1/2	16 1/2
2d mortgage, 7s.	97	97	97
Pittsb. C. & St. L. 7s.	81	81	81
Pittsb. Titusv. & Buff.	104 1/2	104 1/2	104 1/2
7s. new	104 1/2	104 1/2	104 1/2
Schuylkill Navigation	104 1/2	104 1/2	104 1/2
Preferred	104 1/2	104 1/2	104 1/2
6s. 1872	70	70	70
6s. 1883	70	70	70
6s. 1890	70	70	70
United Co. of N. Jersey 130	130 1/2	130 1/2	130 1/2
Heatonville, (Horse) 201	27 1/2	27 1/2	27 1/2
Chestnut & W. (do.)	80	80	80
Germantown (do.)	70 1/2	70 1/2	70 1/2
Green and Conter (do.)	70 1/2	70 1/2	70 1/2
Lombard & S. (do.)	70 1/2	70 1/2	70 1/2
2d and 3d streets (do.)	70 1/2	70 1/2	70 1/2
Spruce and Pine (do.)	70 1/2	70 1/2	70 1/2
15th and 16th sts. (do.)	70 1/2	70 1/2	70 1/2
Union (do.)	70 1/2	70 1/2	70 1/2

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 24. Tu. 25.			
Baltimore and Ohio	152 1/2	152 1/2	152 1/2
6s. 1880	107 1/2	107 1/2	107 1/2
6s. 1886	107 1/2	107 1/2	107 1/2
Central Ohio	107 1/2	107 1/2	107 1/2
1st mortgage	101 1/2	101 1/2	101 1/2
Marietta & Cincinnati	101 1/2	101 1/2	101 1/2
1st mortgage, 7s.	108 1/2	108 1/2	108 1/2
2d mortgage, 7s.	94 1/2	94 1/2	94 1/2
3d mortgage, 8s.	65 1/2	65 1/2	65 1/2
Northern Central	102 1/2	102 1/2	102 1/2
2d mortgage, 6s. 1886	102 1/2	102 1/2	102 1/2
3d mortgage, 6s. 1900	102 1/2	102 1/2	102 1/2
6s. 1900, Gold	101 1/2	101 1/2	101 1/2
Orange and Alex. 1st	101 1/2	101 1/2	101 1/2
2d mortgage, 6s.	101 1/2	101 1/2	101 1/2
3d mortgage, 8s.	101 1/2	101 1/2	101 1/2
4th mortgage, 8s.	101 1/2	101 1/2	101 1/2
O. Alex. & Manassas 7s.	103 1/2	103 1/2	103 1/2
Pittsb. & Connellsv. 7s.	103 1/2	103 1/2	103 1/2
Virginia 6s. Consol.	68	67 1/2	67 1/2
Consol. Coupons	86 1/2	86 1/2	86 1/2
Deferred Certificates	87 1/2	87 1/2	87 1/2
Western Maryland	103 1/2	103 1/2	103 1/2
1st M., end. by Balt.	103 1/2	103 1/2	103 1/2
2d M., do.	103 1/2	103 1/2	103 1/2
3d M., do.	103 1/2	103 1/2	103 1/2
1st M., unendorsed	103 1/2	103 1/2	103 1/2
2d M., end. Wash. Co.	103 1/2	103 1/2	103 1/2
3d M., do.	103 1/2	103 1/2	103 1/2
City Passenger R. R.	103 1/2	103 1/2	103 1/2

New York Stock Exchange.

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Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 27.

Adams Express.....	108	107	107	107	107
Albany and Susq.....	80	80	80	80	80
1st mortgage.....	100	100	100	100	100
2d mortgage.....	100	100	100	100	100
American Express.....	60	60	60	60	60
Am. Dock and Imp. 7s.....	70	70	70	70	70
Atlantic & Pacific pref. 21.....	21	21	21	21	21
Atlantic & Pacific Tel. 161.....	171	171	171	171	171
Bost., Hart. & Erie 1st.....	371	371	371	371	371
Burl., O. R. & Minn. 1st.....	371	371	371	371	371
Central of N. Jersey.....	271	271	271	271	271
1st mortgage, new.....	106	106	106	106	106
7s, consolidated.....	90	90	90	90	90
7s, convertible.....	79	83	84	95	84
Central Pacific 6s, gold 1101.....	1101	1101	1101	1101	1101
1st M. (San Joaquin).....	99	99	99	99	99
1st M. (Cal. and Or.).....	99	99	99	99	99
Land grant 6s.....	99	99	99	99	99
Chicago and Alton.....	98	98	98	98	98
Preferred.....	107	107	107	107	107
1st mortgage.....	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107
Income bonds.....	107	107	107	107	107
Chic., Burl. & Quincy.....	115	115	115	115	115
7s, Consol. 1903.....	115	115	115	115	115
8s, 1883.....	115	115	115	115	115
Chic. & Milwaukee 1st.....	115	115	115	115	115
Chic., Mil. and St. Paul. 301.....	301	301	301	301	301
Preferred.....	631	631	631	631	631
1st mortgage, 8s.....	117	117	117	117	117
2d mortgage, 7 3-10s.....	102	103	103	103	103
7s, gold.....	103	103	103	103	103
1st M. (La Crosse div.) 1021.....	1021	1021	1021	1021	1021
1st M. (I. and M. div.).....	92	92	92	92	92
1st M. (I. and D. div.).....	88	88	88	88	88
1st M. (H. & D. div.).....	88	88	88	88	88
1st M. (C. & M. div.).....	88	88	88	88	88
Consolidated S. F. 89.....	88	88	88	88	88
Chic. & Northwestern.....	31	31	31	31	31
Preferred.....	61	61	61	61	61
1st mortgage.....	108	108	108	108	108
Sinking Fund.....	107	107	107	107	107
Consolidated 7s.....	95	95	95	95	95
Consol. Gold bonds.....	95	95	95	95	95
Do, reg.....	93	93	93	93	93
Chic., Rock Isl. & Pac. 104.....	104	104	104	104	104
7s, 1896.....	110	110	110	110	110
1st mortgage.....	86	86	86	86	86
Clev., Col. C. and Ind.....	110	110	110	110	110
Clev. & Pittsburg guar.....	89	88	88	87	87
7s, Consolidated.....	105	105	105	105	105
4th mortgage.....	107	107	107	107	107
Clev., P. and Ash, 7s.....	107	107	107	107	107
7s, new.....	107	107	107	107	107
Col., Chi., & Ind. Cent. 31.....	31	31	31	31	31
1st mortgage.....	86	86	86	86	86
2d mortgage.....	86	86	86	86	86
Consol. Coal of Md.....	80	80	80	80	80
Del. & Hudson Canal 70.....	68	67	67	67	67
Reg. 7s, 1891.....	103	103	103	103	103
Reg. 7s, 1884.....	103	103	103	103	103
7s, 1894.....	103	103	103	103	103
Del., Lack. & Western. 771.....	771	771	771	771	771
2d mortgage 7s.....	70	70	70	70	70
7s, Convertible.....	100	100	100	100	100
Det., Mon. & Tol. 1st.....	101	101	101	101	101
Det. of Columbia 3-6s.....	71	71	71	71	71
Erie Railway.....	104	104	104	104	104
Preferred.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
2d mortgage.....	104	104	104	104	104
3d mortgage.....	104	104	104	104	104
4th mortgage.....	104	104	104	104	104
5th mortgage.....	104	104	104	104	104
Great Western 1st mort 911.....	911	911	911	911	911
2d mortgage.....	64	63	62	62	62
Hannibal & St. Joseph. 131.....	131	131	131	131	131
Preferred.....	21	22	23	22	22
8s, Convertible.....	78	78	78	78	78
Hudson River 2d mort.....	84	84	84	84	84
Illinois Central.....	84	84	84	84	84
Kansas Pacific.....	84	84	84	84	84
Lake Shore & Mich. So. 531.....	531	531	531	531	531
Consol. 7s.....	104	104	104	104	104
Consol. 7s, reg.....	104	104	104	104	104
2d Consolidated.....	101	101	101	101	101
Lake Shore Div. bonds.....	50	50	50	50	50
Leh. & W.B. 7s, Con. 501.....	501	501	501	501	501
Long Dock bonds.....	106	106	106	106	106
L'ville & Nash. 7s Cons.....	99	99	99	99	99
Michigan Central.....	41	41	40	40	40
7s, 1902.....	102	102	102	102	102
8s, 1882.....	102	102	102	102	102
M. S. and N. I. 1st, S.F. 1101.....	111	111	111	111	111
2d mortgage.....	108	108	108	108	108
Morris and Essex.....	90	90	90	90	90
1st mortgage.....	116	117	117	117	117
2d mortgage.....	116	116	116	116	116
7s of 1871.....	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104
7s, Consolidated.....	101	101	101	101	101
N.Y. Cent. & Hud. Riv. 98.....	97	98	98	97	97
7s, Sinking fund, 1876.....	104	104	104	104	104
6s, Sinking fund, 1883 104.....	104	104	104	104	104
6s, Sinking fund, 1887.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
1st mortgage, reg.....	104	104	104	104	104
N. York and Harlem.....	135	135	135	135	135
Preferred.....	135	135	135	135	135
1st mortgage.....	119	119	119	119	119
1st mortgage, reg.....	119	119	119	119	119

New York Stock Exchange.

Closing Prices for the week ending Sept. 27.

Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 27.

New Jersey.....	136	136	136	136	136
N.Y. N. Haven & Hart.....	151	151	151	151	151
North Missouri 1st M.....	471	471	471	471	471
Ohio and Mississippi.....	121	121	121	121	121
Preferred.....	83	83	83	83	83
2d mortgage.....	67	67	67	67	67
Consolidated 7s.....	91	91	91	91	91
Consol. Sinking fund.....	103	103	103	103	103
1st M. (Springfield D.).....	23	23	23	23	23
Pacific Mail S. S. Co. 23.....	23	23	23	23	23
Pacific R. R. of Mo.....	93	93	93	93	93
1st mortgage.....	83	83	83	83	83
2d mortgage.....	83	83	83	83	83
Pacific 7s, guar. by Mo. 4.....	4	4	4	4	4
Panama.....	100	100	100	100	100
Pitts., Ft. W. & Chi. 1021.....	1021	1021	1021	1021	1021
1st mortgage.....	119	119	119	119	119
2d mortgage.....	119	119	119	119	119
3d mortgage.....	119	119	119	119	119
Quicksilver Mining Co.....	100	100	100	100	100
Preferred.....	12	12	12	12	12
St. L., Alton and T. H.....	100	100	100	100	100
Preferred.....	100	100	100	100	100
1st mortgage.....	89	89	89	89	89
2d mortgage, preferred.....	89	89	89	89	89
Income bonds.....	89	89	89	89	89
St. L., Iron Mt. & S. 151.....	151	151	151	151	151
1st mortgage.....	97	97	97	97	97
2d mortgage.....	97	97	97	97	97
St. L., Jack. & Chi. 1st.....	100	100	100	100	100
St. L., Kan. City & N. 61.....	61	61	61	61	61
Preferred.....	28	28	28	28	28
Tol. P. & War. 1st E.D.....	4	4	4	4	4
1st mort., West. Div.....	4	4	4	4	4
Tol. Wab. & Western.....	4	4	4	4	4
Preferred.....	28	28	28	28	28
1st mortgage.....	91	91	91	91	91
2d mortgage.....	92	92	92	92	92
7s, Consolidated.....	40	40	40	40	40
St. Louis Division.....	62	62	62	62	62
Union Pacific.....	107	107	107	107	107
1st mortgage.....	106	106	106	106	106
Land Grant 7s.....	104	104	104	104	104
Sinking Fund 8s.....	91	91	91	91	91
United States Express.....	64	64	64	64	64
Warren.....	83	83	83	83	83
Wells-Fargo Express.....	83	83	83	83	83
Western Pacific bonds.....	101	102	102	102	102
Western Union Tel.....	70	70	70	70	70
7s, S. F. conv., 1909.....	103	103	103	103	103

Boston Stock Exchange.

Closing Prices for the week ending Sept. 27.

Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 27.

Atch., Top. and San. Fe.....	171	171	171	171	171
1st mortgage.....	871	871	871	871	871
2d mortgage.....	631	631	631	631	631
Land Grant 7s.....	801	801	801	801	801
Income 12s.....	133	133	133	133	133
Boston and Albany.....	133	133	133	133	133
7s, 1896.....	133	133	133	133	133
Boston and Lowell.....	133	133	133	133	133
7s, 1896.....	133	133	133	133	133
Boston and Maine.....	97	97	97	97	97
Boston and Providence.....	133	133	133	133	133
Boston, Hart. & Erie 7s.....	19	19	19	19	19
Boston Water Power.....	71	71	71	71	71
Burl. & Mo. R. in Iowa.....	71	71	71	71	71
Land Grant 7s.....	71	71	71	71	71
Burl. & Mo. R. in Neb.....	102	102	102	102	102
8s, old.....	102	102	102	102	102
Cary Improvement.....	1	1	1	1	1
Chl., Burl. and Quincy.....	104	104	104	104	104
7s.....	104	104	104	104	104
Cin., Sand. and Clev.....	64	71	7	7	7
Concord.....	81	81	81	81	81
Connecticut River.....	134	134	134	134	134
Eastern.....	61	61	61	61	61
7s, Sinking Fund.....	101	101	101	101	101
New Gold Bonds.....	48	48	48	48	48
Fitchburg.....	110	110	110	110	110
Ind., Cin. & Lafayette.....	40	40	40	40	40
Michigan Central.....	40	40	40	40	40
Nashua and Lowell.....	102	102	102	102	102
Norfolk & Worcester.....	19	19	19	19	19
Ogden & Lake Champlain.....	19	19	19	19	19
Preferred.....	108	108	108	108	108
Old Colony.....	108	108	108	108	108
Ph. Wtl. & Baltimore.....	61	61	61	61	61
Port'd. Saop. & Ports.....	73	73	73	73	73
Ports, Gt. Falls & Con.....	73	73	73	73	73
Pullman Palace Car.....	73	73	73	73	73
Union Pacific.....	106	106	106	106	106
8s.....	106	106	106	106	106
Land Grant 7s.....	91	91	91	91	91
Sinking Fund 8s.....	91	91	91	91	91
Vermont and Canada.....	29	29	29	29	29
Vermont and Mass.....	48	48	48	48	48
Worcester and Nashua.....	104	104	104	104	104
Cambridge (Horse).....	104	104	104	104	104
Metropolitan.....	62	62	62	62	62
7s.....	62	62	62	62	62
Middlesex.....	104	104	104	104	104
Central Mining Co.....	104	104	104	104	104
Calumet and Hecla.....	168	170	169	168	168
Copper Falls.....	6	6	6	6	6
Franklin.....	15	15	15	15	15
Quincy.....	47	47	47	47	47

New York Stock Exchange.</

or was unable to receive the stock. This disaster had apparently little effect, as it merely put that road on a par with other coal roads. New York Central and the Western shares were steadier on Wednesday, but there was some further decline in the bonds of Western railroads. The coal sale on Wednesday went off at rather better prices.

The bank statement for last week was chiefly remarkable for its exhibit of the loss of specie on deposit, to the amount of $3\frac{1}{2}$ million dollars. Wall street authorities ascribe this to an effort to support not only the premium on gold, but the rate at which it may be loaned from day to day. The other effect has been to slightly diminish the bank reserve—and it is to be noted, also, that the surplus is now all specie, and therefore not available as currency; whereas one year ago, the surplus, although four millions smaller than now, was half composed of legal tenders.

Foreign Exchange has been dull and depressed. Advice from Europe are more peaceful, and advices from London report the purchase of gold in that market for shipment to the United States; and under these advices and the depression in Exchange gold has declined, and closed at 109 $\frac{1}{2}$. Large exports also contribute to the depression in gold and Exchange. The total for the week ending September 26th was \$5,550,475, against \$4,100,294 for the corresponding period in 1875 and \$5,278,759 in 1874. The total exports of produce from this port since January 1, this year, were \$198,517,890, against \$185,503,505 for the corresponding period in 1875, and \$217,902,471 in 1874.

Government bonds have felt the effect of the withdrawal of considerable amounts of fives and sixes from the Treasury Department, where they had been deposited as security for circulating notes, and the substitution of $4\frac{1}{2}$ per cents in their place. By this means, the national banks are able to provide an equal amount of security, with a somewhat smaller investment. The amount deposited to 22d inst. for the purpose of securing circulation is \$5,518,800, of which \$1,403,550 have been exchanged for six per cents, \$3,427,000 for 5 per cents, and \$688,250 deposited for additional circulation.

General trade continues good. The movement of the crops is quite free, and prices of nearly all leading staples are, although comparatively low, very well supported. We see it stated that railroads are delivering more cotton than usual at New Orleans, to the disadvantage of the River steamboats—and the prevalence of yellow fever in the South Atlantic seaports is causing increased quantities of cotton to be sent overland to the Northern markets. The railways connecting St. Louis with the extreme Southwest are deriving a large revenue from the fall crop in the Northern portion of the trans Mississippi cotton growing region.

On Wednesday Government bonds closed steady at the following quotations: United States currency sixes, 125 $\frac{1}{2}$ @126 $\frac{1}{2}$; do. 1881, registered, 117 $\frac{1}{2}$ @117 $\frac{1}{2}$; do. coupon, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$; do. 1885, registered, 113@113 $\frac{1}{2}$; do. coupon, 118@118 $\frac{1}{2}$; do. new, registered, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$; do. coupon, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$; do. 1887, registered, 116 $\frac{1}{2}$ @116 $\frac{1}{2}$; do. coupon, 116 $\frac{1}{2}$ @116 $\frac{1}{2}$; do. 1889, registered, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$; do. coupon, 118 $\frac{1}{2}$ @118 $\frac{1}{2}$.

118 $\frac{1}{2}$; do. ten-forties, registered, 114 $\frac{1}{2}$ @114 $\frac{1}{2}$; do. coupon, 115 $\frac{1}{2}$ @115 $\frac{1}{2}$; do. fives, 1881, registered, 114 $\frac{1}{2}$ @114 $\frac{1}{2}$; do. coupon, 114 $\frac{1}{2}$ @114 $\frac{1}{2}$; do. four and one-half, 111 $\frac{1}{2}$ @111 $\frac{1}{2}$.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York—South Pacific R. R. of Missouri bonds, 59; Rome, Watertown and Ogdensburg 7s, consol., 84; Chesapeake and Ohio 1st mort. coupon on, 24 $\frac{1}{2}$; do. ex-coupon, 20 $\frac{1}{2}$; Iowa Midland 1st mort., 8s, 98; Canada Southern 1st mort., coupon on, 54; Missouri, Kansas and Texas R. R., 7 $\frac{1}{2}$; Mariposa L. and M., 4; do. pref., 5; Maryland Coal, 10; Missouri 6s, long bonds, 108 $\frac{1}{2}$; Missouri 6s, H. and St. J. Issue, 1887, 108 $\frac{1}{2}$; do. 1886, 108 $\frac{1}{2}$; Georgia 7s, gold bonds, 104; Tennessee 6s, old, 44 $\frac{1}{2}$; do. new, 44; do. new series, 44; Ohio 6s, 1886, 114; North Carolina 6s, old, Jan. and July, 17; Virginia 6s, consol., 77. The latest quotations are: Pacific Mail, 227 $\frac{1}{2}$ @23; Western Union Telegraph, 69 $\frac{1}{2}$ @69 $\frac{1}{2}$; Atlantic and Pacific Tel., 15 $\frac{1}{2}$ @16 $\frac{1}{2}$; Quicksilver Mining, 13@15; do. pref., 17@20; Mariposa Land and Mining, 3 $\frac{1}{2}$ @4 $\frac{1}{2}$; do. pref., 4 $\frac{1}{2}$ @5; Adams Exp., 105@107; American Exp., 59@59 $\frac{1}{2}$; U. S. Express, 61 $\frac{1}{2}$ @63 $\frac{1}{2}$; Wells-Fargo Express, 79 $\frac{1}{2}$ @82; Chicago and Alton, 98 $\frac{1}{2}$ @97 $\frac{1}{2}$; Cleveland and Pittsburg, 87@87 $\frac{1}{2}$; Chicago and Northwestern, 82 $\frac{1}{2}$ @—; do. pref., 58 $\frac{1}{2}$ @58 $\frac{1}{2}$; Chicago, Rock Island and Pacific, 108 $\frac{1}{2}$ @109 $\frac{1}{2}$; Chicago, Milwaukee and St. Paul, 29 $\frac{1}{2}$ @29 $\frac{1}{2}$; do. pref., 59 $\frac{1}{2}$ @60; Cleveland, Columbus Cincinnati and Indianapolis, 85@86 $\frac{1}{2}$; Columbus, Chicago and Indiana Central, 8 $\frac{1}{2}$ @4; Delaware, Lackawanna and Western, 74 $\frac{1}{2}$ @74 $\frac{1}{2}$; Erie, 10@10 $\frac{1}{2}$; do. pref., 15@—; Hannibal and St. Joseph, 12@13 $\frac{1}{2}$; do. pref., 22@23; Lake Shore and Michigan Southern, 52 $\frac{1}{2}$ @52 $\frac{1}{2}$; Michigan Central, 40 $\frac{1}{2}$ @40 $\frac{1}{2}$; New York and Harlem, 131 $\frac{1}{2}$ @132; N. Y. Central and Hudson River, 97 $\frac{1}{2}$ @97 $\frac{1}{2}$; Central of New Jersey, 25 $\frac{1}{2}$ @25 $\frac{1}{2}$; Ohio and Miss., 11 $\frac{1}{2}$ @12; Panama, 128@130; Toledo, Wabash and Western, 43@43 $\frac{1}{2}$; Union Pacific, 61@62; do. 1st mort., 106 $\frac{1}{2}$ @107; do. 7s, land grant, 104 $\frac{1}{2}$ @105; do. sinking fund 8s, 91 $\frac{1}{2}$ @91 $\frac{1}{2}$; Central Pacific 6s, gold, 110 $\frac{1}{2}$ @110 $\frac{1}{2}$.

Philadelphia.—West Jersey R. R. 7s, 107 $\frac{1}{2}$; Belvidere Delaware 2d mort., 100; Pennsylvania and New York Canal 7s, 110 $\frac{1}{2}$; Philadelphia and Reading Coal and Iron debent. 7s, 69 $\frac{1}{2}$; Junction R. R. 2d mort., 102; Hestonville R. R. 6s, 97; Connecting R. R. 6s, 102 $\frac{1}{2}$; Philadelphia and Reading 6s, 1844-80, 104; Morris Canal pref., 136 $\frac{1}{2}$; Philadelphia, Germantown and Norristown R. R., 101; Nesquehoning Valley R. R., 51; Fifth and Sixth streets R. R., 72 $\frac{1}{2}$; Central Transp., 44. The latest quotations are: City 6s, 106@106; do. free of tax, 110 $\frac{1}{2}$ @110 $\frac{1}{2}$; Pennsylvania State 6s, 2d series, 105@106; do. 3d series, 112 $\frac{1}{2}$ @114; Philadelphia and Reading, 82 $\frac{1}{2}$ @82 $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 107@—; do. reg., 107@107 $\frac{1}{2}$; do. mort. 6s, 1880, 104@—; do. 7s, new conv., 94 $\frac{1}{2}$ @95 $\frac{1}{2}$; do. 7s, 1893, 110 $\frac{1}{2}$ @111 $\frac{1}{2}$; United New Jersey R. R. and Canal Co., 135 $\frac{1}{2}$ @138; Camden and Amboy mort. 6s, 1889, 107@108; Pennsylvania R. R., 47 $\frac{1}{2}$ @47 $\frac{1}{2}$; do. 1st mort., 106 $\frac{1}{2}$ @107; do. general mort. coupon, 106 $\frac{1}{2}$ @107; do. reg., 107 $\frac{1}{2}$ @108 $\frac{1}{2}$; do. Connell mort. 6s, reg., 100@—; Little Schuylkill R. R., 45@46 $\frac{1}{2}$; Morris Canal, 58@—; do.

pref., 126@137; Susq. Canal, 6@—; do. 70@73; Schuylkill Nav., 5@—; do. pref., 12@13; do. 6s, 1882, 70@71; do. 1872, 94@94 $\frac{1}{2}$; Elmhurst and Williamsport pref., 40@—; do. 7s, 161@—; do. 6s, 65@—; Lehigh Coal and Navigation, 32 $\frac{1}{2}$ @33; do. 6s, 1884, 99@100; do. R. R. Loan, 100@101; do. Gold Loan, 97 $\frac{1}{2}$ @98; North Pennsylvania, 49@50; do. 6s, 106@—; do. 7s, 110@—; do. Gen'l mort. 7s, reg., 107@—; do. chattel 10s, 103@—; Philadelphia and Erie, 15 $\frac{1}{2}$ @16; do. 6s, 103@—; do. 7s, 96@96 $\frac{1}{2}$; Minehill, 52 $\frac{1}{2}$ @53 $\frac{1}{2}$; Catawissa, 11@13; do. pref., 41 $\frac{1}{2}$ @42; do. new pref., 39 $\frac{1}{2}$ @41; do. 7s, 1900, 107 $\frac{1}{2}$ @108 $\frac{1}{2}$; Lehigh Valley, 50 $\frac{1}{2}$ @51; do. 6s, new coupon, 106 $\frac{1}{2}$ @107 $\frac{1}{2}$; do. reg., 108@110; do. 7s, 110 $\frac{1}{2}$ @112; do. consol. mort., 98@98 $\frac{1}{2}$; Fifth and Sixth streets (horse), 72 $\frac{1}{2}$ @75; Second and Third, 80@83; Thirteenth and Fifteenth, 41 $\frac{1}{2}$ @42; Spruce and Pine, 80@81 $\frac{1}{2}$; Green and Coates, 50@51 $\frac{1}{2}$; Chestnut and Walnut, 81@84; Hestonville, 28 $\frac{1}{2}$ @27 $\frac{1}{2}$; Germantown, 69@71; Union, 95@98; Lombard and South, 16@—; Ridge Avenue, —@65; Seventeenth and Nineteenth, 36@—.

Boston.—Vermont Central 1st mort., 11; Eastern R. R. scrip, 48; Kansas City, Topeka and Western, R. R., 81; Boston and Maine 7s, 111 $\frac{1}{2}$; Omaha and Southwestern 8s, 1896, 95; Boston, Revere Beach and Lynn R. R., 97; Chicago, Iowa and Nebraska R. R., 118 $\frac{1}{2}$; Boston Land Co., 5; New Hampshire 6s, 111; Maine 6s, 1889, 110 $\frac{1}{2}$; Boston 5s, new, 112 $\frac{1}{2}$; do. 6s, 1894, 114; do. 6s, 1880, 107 $\frac{1}{2}$; Chicago 6s, 1882, 99 $\frac{1}{2}$; do. 7s, 1886, 104 $\frac{1}{2}$; Cleveland 6s, 1880, 102 $\frac{1}{2}$; Bath, Me., 6s, 1889, 102 $\frac{1}{2}$; East St. Louis 10s, 1884, 102; St. Louis City 6s, 1882, 104; Dayton, Ohio, 8s, 1885, 109; Dawson Mining Co., 40c; Duncan Silver, 9 $\frac{1}{2}$; Dana, 25c; Eagle, 25c; International, 15 $\frac{1}{2}$; National, 1 $\frac{1}{2}$; Pawabic, 5; Petherick, 62 $\frac{1}{2}$ c; Ridge, 5 $\frac{1}{2}$.

Baltimore.—Baltimore City 6s, 1875, 103 $\frac{1}{2}$; do. 1884, 109 $\frac{1}{2}$; do. 1890, 109 $\frac{1}{2}$; do. 1902, new, 109; Norfolk Water 8s, 104 $\frac{1}{2}$; Maryland Defense 6s, 113 $\frac{1}{2}$; Virginia and Tennessee 8s, 69; Union R. R. 1st mort. guar., 96 $\frac{1}{2}$; Cincinnati and Baltimore 7s, 98 $\frac{1}{2}$; Winchester and Potomac 6s, 98; Cincinnati 7.30s, 107; Atlantic Coal, 2.00. The latest quotations are: Cincinnati and Baltimore 7s, 98 $\frac{1}{2}$ @100; do. 1st pref., 107 $\frac{1}{2}$ @108; do. 2d pref., 100@101 $\frac{1}{2}$; South Side R. R. 2d mort., 48@50; Wilmington and Weldon 7s, 100 $\frac{1}{2}$ @—; Wilmington, Columbia and Augusta 7s, 30@40; Richmond and Danville 1st mort., 70@75; Pittsburg and Connellsville 7s, 1898, 108 $\frac{1}{2}$ @104; Baltimore and Ohio, 152 $\frac{1}{2}$ @153; do. 6s, 1880, 103@103 $\frac{1}{2}$; do. 1885, 107@108; Northern Central, 30 $\frac{1}{2}$ @—; do. 6s, 1885, 104 $\frac{1}{2}$ @105; do. 6s, 1900, 104@105; do. 6s, 1900, gold, 102@102 $\frac{1}{2}$; N. W. Va. 3d mort., 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 108 $\frac{1}{2}$ @108 $\frac{1}{2}$; do. 2d mort. 7s, 94 $\frac{1}{2}$ @94 $\frac{1}{2}$; do. 3d mort. 8s, 64 $\frac{1}{2}$ @65 $\frac{1}{2}$; Central Ohio, 85@86 $\frac{1}{2}$; do. pref., 37 $\frac{1}{2}$ @40; do. 1st mort., 101@101 $\frac{1}{2}$; Western Maryland 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 105@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 105@—; do. 2d mort. pref., 102 $\frac{1}{2}$ @—; do. 2d mort. guar. by Washington Co., 101 $\frac{1}{2}$ @102; Virginia and Tennessee 2d mort. 6s, 70@72 $\frac{1}{2}$; do. 3d mort. 8s, 70@—; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 71@74 $\frac{1}{2}$; do. 3d mort. 8s, 68@70; do. 4th mort.

—@40; Orange, Alex. and Manassas 7s, 75@78; Baltimore 6s, 1875, 103¼@108¼; do. 1884, 109@109¼; do. 1886, 109@—; do. 1890, 109¼@109¾; do. 1900, 109@109¼; do. 1902, 110@—; do. 5s, 98@—; Memphis City 6s, 50@—; Maryland Defense 6s, 1888, 113@114; do. Hospital 6s, 106¼@107; do. 5s, —@100; Virginia consol. 6s, 67¼@67¾; Virginia Consol. coupons, 87@87½; West Virginia def. certif., 6@7; City Passenger R. R., 31½@33; George's Creek Coal, 120@—; Atlantic Coal, 1. 90@2.00; Canton Co., 26@30; mort. do. 1st 6s, 92@95; Santa Clara Mining Co., 15@25; do. bonds, 40@—.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

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We also buy and sell GOLD and GOLD COUPONS, COLLECT DIVIDENDS and TOWN, COUNTY and STATE COUPONS, &c., and buy and sell, ON COMMISSION, all MARKETABLE STOCKS and BONDS.

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FISK & HATCH.

Northern Pacific Railroad.

At a meeting of the stockholders of the Northern Pacific Railroad Company, held in this city on the 27th inst., the following gentlemen were elected directors for the ensuing year: Charles B. Wright, Frederick Billings, Johnston Livingston, Charlemagne Tower, Benjamin F. Cheney, George Stark, Joseph Dilworth, J. Frailey Smith, George W. Cass, Richard L. Ashurst, Alexander Mitchell, John M. Denison and Alfred E. Tilton. Votes were cast on stock representing \$17,000,000.

At a meeting of the directors held subsequently, the following officers were chosen: President, Charles B. Wright; Vice President, George Stark; Secretary, Samuel Wilkeson; Treasurer, Geo. E. Beebe; General Counselor, George Gray.

A resolution was adopted instructing the Board of Directors to consider the expediency of authorizing the exchange of the lands of the Company on the Pacific coast for the preferred stock of the Company.

The Treasurer's report showed the receipts for the year to be \$219,013 55; disbursements, \$208,360 03, and balance, \$10,653 52. The gross earnings for the year were \$789,745 51; the operating expenses, \$449,719 27; and the net earnings, \$290,026 24. The net earnings for September, 1876, were \$29,000; and car hire to July 31st, 1876, \$5010 88; making the total net earnings of the road, \$324,087 12.

The Painesville and Southington Railroad Co., capital stock \$450,000, by Francis W. Kellogg, filed a certificate of incorporation with the Secretary of State of Ohio on the 21st inst.

Redemption of 5-20 Bonds.
On the 21st inst., the Secretary of the Treasury made his fourth call of \$10,000,000, for redemption, of 5-20 bonds of 1865, May and November, upon which interest will cease on the 21st of December next. They are as follows:

Coupon bonds—\$50, No. 651 to 718, both inclusive; \$100, No. 8,601 to 12,400, both inclusive; \$500, No. 15,001 to 19,000, both inclusive; \$1000, No. 35,951 to 46,850, both inclusive. Total coupon bonds, \$7,000,000.

Registered bonds—\$50, No. 1 to 50, both inclusive; \$100, No. 1,101 to 1,650, both inclusive; \$500, No. 1,401 to 1,810, both inclusive; \$1,000, No. 3,701 to 5,750, both inclusive; \$5,000, No. 2,301 to 2,900, both inclusive; \$10,000, No. 8,101 to 8,950, both inclusive. Total registered, \$3,000,000. Aggregate, \$10,000,000.

It is expected at Washington that another call will be made before the 1st of October; and that the whole of the \$300,000,000 new 4½ per cents will probably be placed before the 1st of March, and a corresponding sum of 5-20s of 1865 of both issues canceled.

A statement has been published from Hon. John S. Duncombe, attorney for the Illinois Central Railroad, showing the effect of the Iowa law for the regulation of rates on the Iowa division of that road. Mr. Duncombe says that for the first four months, compared with the four months previous to the adoption of the law in 1875, there is a loss to the road of \$114,000 by reason of these low charges. At the same rate the loss for the year will not be far from \$350,000. He says: "How long the company can stand this has become a very serious question to the management."

A dispatch from Chicago, of date September 22, says that through the medium of the Messrs. Seligman, of New York and Frankfurt, the Rockford, Rock Island and St. Louis Railroad has been sold by the Frankfurt Commissioners to the three Iowa pool lines of railroad, for \$1,570,000, gold, payable in New York. The purchasing roads are the Chicago and Northwestern, the Chicago, Rock Island and Pacific and the Chicago, Burlington and Quincy. The road will be transferred about October 1.

The Ohio State Journal says that the first 45 miles of the Columbus and Toledo Railroad, from Columbus to Marion, will be opened for business about the 15th of October. Tracklaying north of Marion is being pushed toward Upper Sandusky, there being about 15 miles to lay between those points. The track between Upper Sandusky and Fostoria is being ballasted with gravel from the latter place. From Fostoria the tracklayers have proceeded northward about 6 miles and are now within 29 miles of Toledo.

The shareholders of the Galt and Guelph Railway Company have accepted the offer of the Great Western Railway Company of Canada to pay \$10,000 for the acquisition of the property and franchises of the company—the money received therefor to be appropriated in such manner as the directors of the former company may elect.

The directors of the Portsmouth and Dover Railroad Company have voted to issue \$100,000 of new stock, the preference of taking the same being given to the present stockholders, virtually meaning the two cities.

Eureka and Palisade Railroad.
At the annual meeting of the stockholders of the Eureka and Palisade Railroad Company, held at Palisade, Nevada, on the 16th inst. the following directors were elected: D. O. Mills, Wm. Sharon, Isaac L. Reque, John A. Shaw, P. Everts and Edgar Mills. At a subsequent meeting Edgar Mills was elected President and P. Everts General Superintendent for the ensuing year. After the election the party went by special train to Eureka. The run of 90 miles was made in 2 hours and 20 minutes, or nearly 38½ miles per hour. This for a narrow gauge railroad is considered a most extraordinary speed and proves conclusively that the track and equipments are in the most perfect order.

Steel Rails.

S. K. Johnson, Esq., Superintendent of the Georgia Railroad Company, in his report for the year ending April 1, 1876, says:

In these days, when the rates of transportation of freight are continually going down, it is very important for managers of railroads to economize in all departments, and I think it advisable to compare the wear of steel rails with the iron which is being used at this time on Southern roads. It is claimed that steel rails will last over twenty years, whilst the iron used on Southern roads does not exceed an average over five years.

Steel rails only cost about twenty dollars per ton more than iron, and, with this slight increase in the price, are certainly much the cheapest in the end. We have purchased five hundred tons of steel rails, which will be laid down at an early day between Belair and Augusta.

Judge Dillon in the United States Circuit Court at St. Louis on the 25th inst. rendered a decision in the suit of St. Louis county against the Missouri Pacific Railroad Company to determine whether the county has a lien on the railroad for \$700,000 loaned to the company in 1866. The court, while not giving a final decision, held that the county's claim is secured; that it constitutes a lien or equitable charge.

Articles of incorporation of the Oregon Pacific Railroad Company have been filed by H. Thielson and others. Capital stock \$10,000,000. The route is: from Portland, through the counties of Multnomah, Clackamas, Wasco, Umatilla, Union and Baker, in Oregon, through Idaho, to the Union Pacific Railroad at or near Ogden in Utah.

The Stevens point Journal says it is the intention of the West Wisconsin Railroad Company to suspend work on the main line as soon as Flambeau is reached. Thirteen miles of track are to be laid on the other end, and this will leave a gap of only eight miles to be completed next spring.

The officers of the Boston Stock and Exchange Board, recently elected, are: President, Murray R. Ballou; Vice President, Henry E. Cobb; Secretary, F. A. Davis; Treasurer, Chas. D. Head; Standing Committee, Geo. W. Long, Robert F. Clark, E. Rollins Morse.

The Virginia and Truckee Railroad is a broad gauge road, operating about 34 trains a day, extending southward from the Central Pacific Railroad at Reno, reaches Carson in about 31 miles and ends at Virginia City, about 60 miles from the starting point.

Lehigh Coal and Navigation Co.

A correspondent of the Philadelphia Ledger writes as follows under date September 22, 1876:

Having a small interest in the stock of the Lehigh Coal and Navigation Company, I have made some examination of its late reports and of the leases of the Central Railroad company of New Jersey, and the information so obtained may be of value to some of your readers. According to the balance sheet of January 1st, 1876, the capital stock amounted to:

Capital stock.....	\$10,248,550
Indebtedness.....	\$16,138,066
Deduct the amount assumed by the Central Railroad of New Jersey and Lehigh and Wilkes-Barre Coal Company.....	8,604,000
	\$12,534,066

Total stock and debt.....\$22,782,556

At a revaluation made in 1871, the assets were estimated at \$26,019,934, which would make the stock worth over par. The test of value, however, is the amount of the net earnings. This was made up in 1875 as follows:

Revenue from railroads.....	\$1,059,548
Revenue from Nesquehoning tunnel tolls.....	8,702
Revenue from canal.....	200,000
Revenue from coal lands.....	600,000
Net profits on real estate sold.....	9,889
Miscellaneous receipts.....	60,985

Total.....\$1,849,085

The rent from the railroad is one-third of the gross earnings, and as the road is laid with steel rails the cost of maintenance is light and the operating expenses should not exceed sixty per cent. Those of the Lehigh Valley Railroad for 1875 were less than fifty four per cent. The rental in 1878 was \$1,174,081 and in 1874 was \$1,128,433. The rent from the canal is a fixed sum and not excessive. The rent from the coal lands is not to be less than \$500,000 a year, but if the royalty, calculated at twenty-one per cent. on the price of coal at Manch Chunk, is less, the difference is carried forward as a credit on future payments, but in 1877, a minimum of 900,000 tons must be paid for, and in 1878, and thereafter, one million tons must be paid for. In 1876 the rental of \$500,000 was \$274,374 in excess of the royalty, but the profit on operating the railroad should have been nearly as much, while incidental advantages of getting the tonnage must more than make up the apparent loss on the rental. Should a receiver, therefore, be appointed for the Central Railroad Company of New Jersey of which there seems now to be no likelihood, it would be his duty as an officer of the court to protect his trust by continuing to make the payments stipulated in these leases, and there is no probability of any considerable falling off in the rentals, whatever may be the depression in the coal trade, and the general expenses and interest account have been greatly reduced since 1873. A bargain may very well be profitable to both sides, and "good bar gains" usually are so, and while these leases were judiciously made on the part of the managers of the Lehigh Company they are still more essential to the interests of the Central Railroad Company, not merely because the business so secured is indispensable, but because it is necessary to have a line of communication to the coal lands of the New Jersey Company in the Wyoming region. No disaster, therefore, that may befall that corporation can more than temporarily affect the Lehigh Company, and in case the leases could be canceled it might now be desirable to have it done. The Morris and Essex, the Belvidere Delaware, and the Easton and Amboy are all at hand to carry the coal to tidewater, and whereas these leases were negotiated at a time when the Lehigh Company was more or less embarrassed, a fact which reflects the greater credit on the officers by whom they were negotiated, at the date of its last annual report it had no floating debt and possessed un-

incumbered real estate worth \$700,000 and personal property equal to \$350,000. It should be able therefore, if necessary, to resume the management of its own property and to earn a revenue equal so that payable under its leases.

Description of the New 4 1/2 Per Cent Bonds.

The denomination of the new 4 1/2 per cent bonds are: coupon, \$50, 100, \$500 and \$1,000; registered: \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000. Those for \$50 bear the vignette of Oliver Wolcott; those for \$100 the vignette of Thomas Jefferson; those for \$500 that of De Witt Clinton; those for \$1,000, that of Alex. Hamilton; those for \$5,000 that of John Q. Adams, and those for \$10,000 that of General George H. Thomas. All the bonds are printed on the special fibre paper; the coupon ones are somewhat larger than the old 5-20 or 10-40 bonds, as they have sixty coupons attached to them; instead of forty, like the old ones. There are two streaks of the blue fibre extending lengthwise of the bond, a portion of it covering each one, as separated from the bond will show the distinctive character of the paper upon which it is printed.

Upon the face of the bonds is a fine engraving of the Capitol building, on the right of which is the amount of the bond, executed in geometrical lathe work, surrounded by the words "principal and interest payable in coin of the Treasury of the United States," and upon the left the portrait above referred to. Over the engraving of the Capitol are the words "interest 4 1/2 per cent. funded loan of 1891." Then follows below the words "The United States of America are indebted unto the bearer in the sum of \$1000," the words "United States of America" being in large letters, and each letter thereof bears the same words very finely engraved, but brought out clearly with a magnifying glass. Then follows what is known as the story of the bond, which reads: "This bond is issued in accordance with the provisions of an act of Congress entitled an act to authorize the funding of the National debt, approved July 14th, 1870, amended by an act approved January 20, 1876, and is redeemable at the pleasure of the United States after the first day of September, A. D., 1891, in coin of the standard value of the United States, on said July 14, 1870, with interest in such coin from the day of the date hereof, at the rate of 4 1/2 per centum per annum payable quarterly on the 1st day of December, March, June and September in each year. The principal and interest are exempt from the payment of all taxes or the duties of the United States, as well as from taxation in any form by or under State, municipal or other local authority." Dated Washington, September 1st, 1876, and signed by the Register of the Treasury.

The border of the bond is composed of a series of scroll and generated lathe work artistically intertwined, so as to render counterfeiting difficult if not impossible. The coupons, which are payable quarterly, bear a similar portrait to that on the bond; those payable upon the first and third quarters having such portraits upon the right, and those payable upon the second and fourth quarters having the portrait upon the left. The coupons also have a border of scroll work with the value of such coupon. Embraced in the scroll within the border are the usual words, "The

United States will pay, &c." and the date of maturity of the coupon. Each bond bears the large red seal and number on its face, and a corresponding number is upon each coupon attached.

Duxbury and Cohasset Railroad.

A letter to the Boston Journal from Middleboro', Mass., says a meeting was held in that place on the 20th inst. of the citizens of Duxbury, Kingston, Plympton, Plymouth, Middleboro', Lakeville, Wareham and New Bedford, interested in the extension of the Duxbury and Cohasset Railroad from Middleboro' to New Bedford, and then adds:

Hon. Stephen M. Allen of Duxbury was chosen Chairman and J. C. Sullivan of Middleboro' Secretary. Mr. Allen accepted the position with an address giving facts concerning the Duxbury and Cohasset Railroad and the situation of the people in relation to the road. They did not wish to sell, but to change their relationship, and if possible extend the road either to Middleboro' or through Plymouth and Carver to New Bedford.

Col. George T. Stearns spoke at length of the road from Middleboro' to New Bedford, the situation of the people in relation to the existing roads, and stated that they desired to relieve themselves, but would not dare to act until they were certain that the enterprise of a new road would be successful. He also elaborated upon the prospects of developing an ice business from the ponds in Lakeville, and advocated a narrow gauge road either to Middleboro' or to connect, ten miles this side of Boston, with some main line.

C. G. Davis of Plymouth thought that a railroad to Middleboro' would be of great benefit, but could not see where the funds would be supplied from.

J. W. Pratt of Titicut appeared as an advocate of an air line from New Bedford, either to Titicut or Bridgewater.

H. B. McLaughlin corroborated the statements that had been made in favor of an extension of the Duxbury Railroad to Middleboro'.

Wm. Perkins of Plympton also spoke in favor of the same.

Mr. Beaubien, contractor on the Billerica and Bedford narrow gauge road, explained the general advantage of a narrow gauge road.

The meeting was one of general discussion, and was entered into by J. F. Wood, Noah C. Perkins, J. C. Sullivan, F. M. Vaughn and others of Middleboro', and B. N. Gifford of Duxbury. It was voted that a Committee of thirteen, with power to fill the vacancies or increase their number, be appointed to take into consideration the various plans this day discussed for the purpose of securing additional railroad facilities in Plymouth and Bristol counties; to decide upon some plan as shall be deemed best adapted to attain the desired end, and report at a subsequent meeting, to be called by them, to take such public action as they shall judge best.

The committee is as follows: Duxbury—S. M. Allen and S. N. Gifford; Plymouth—C. G. Davis; New Bedford—Geo. T. Stearns and Samuel C. Hart; Middleboro'—J. C. Sullivan, Horatio Barron and Horatio Leonard; North Middleboro'—Jared W. Pratt; Plympton—Wm. Perkins and H. B. McLaughlin; Lakeville;—Isaac Sampson and Sprague Stetson.

It was voted that this meeting hereby indorse the plan proposed of securing increased railroad facilities by the construction of a road from New Bedford and the extension of the Duxbury and Cohasset Railroad to Middleboro', and we pledge our united efforts to secure the consummation of the same. It was voted that the towns be requested to call a railroad meeting to take action on the subject.

The Ohio State Journal says that the only work on the Ohio and Michigan Railroad in Ohio, has been to locate a mortgage line in nine different counties. This mortgage is for \$15,000,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	18,500,000	J. & J.	July '76 31	Little Miami 50	6,871,450	quarterly	Sept. '76 2	Vermont and Mass. 100	2,480,000	A. & O.	Apr. '76 21
Atlanta and West Point 100	1,232,200	J. & J.	July '76 31	Little Schuylkill 50	2,446,100	J. & J.	July '76 24	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '76 21
Atlantic and Gulf 100	3,693,290	M. & N.	Nov. '76 31	Long Island 50	2,000,000	M. & S.	Mar. '76 10	Warwick Valley 100	225,000	A. & O.	Apr. '76 21
Atlantic and St. Law.* 100	736,476	M. & N.	Sept. '76 31	Louisville and Lex. 50	1,623,438	J. & J.	Jan. '76 9	Westchester & Phil. pref. 100	821,800	J. & J.	July '76 31
Avon, Genesee & Mt. 100	1,500,000	A. & O.	Jan. '76 1	Louisville & Nashville 100	848,700	J. & J.	Jan. '76 4	West Jersey 100	1,559,750	P. & A.	Feb. '76 4
Baltimore and Ohio 100	13,151,962	M. & N.	May '76 5	Louisv. N. Alb. & Chi. 100	3,990,600	F. & A.	Feb. '76 4	Winchester & Potomac 100	180,000	J. & J.	July '76 31
Berkshire 100	1,650,000	J. & D.	Apr. '76 5	Lowell and Lawrence 100	200,000	A. & O.	Apr. '76 8	Winchester & Strasburg 100	500,000	J. & J.	July '76 31
Blossburg & Corning.* 50	250,000	J. & D.	Dec. '76 2	Lykens Valley 100	600,000	F.M.A.N.	Aug. '76 24	Worcester and Nashua 75	1,799,800	J. & J.	July '76 31
Boston and Albany 100	20,000,000	M. & N.	May '76 8	Macon and Western 100	2,500,000	J. & J.	July '76 5				
Bos., Clin. & Fitchburg pref. 100	1,172,800	J. & D.	Jan. '76 8	Maine Central 100	3,400,500	A. & O.	May '76 5				
Agricultural Br. guar. 100	80,000	M. & N.	June '76 8	Manchester and Law. 100	1,000,000	M. & N.	May '76 5				
Bost. One. & Mont. pref. 100	800,000	M. & N.	May '76 8	Marietta & Cincinnati 50	1,408,912	A. & O.	Sept. '76 2				
Boston and Lowell 100	2,200,000	J. & J.	Jan. '76 8	Massachusetts 100	400,000	F. & A.	Feb. '76 3				
Boston and Matt. 100	6,921,274	M. & N.	May '76 8	Memphis & Charleston 25	5,812,725	J. & D.	Jan. '76 9				
Boston and Providence 100	4,000,000	M. & N.	May '76 4	Michigan Central 100	18,738,204	J. & J.	Jan. '76 4				
Bost. Revere B. & Lynn 100	350,000	quarterly	Sept. '76 2	Mill Creek & Minehill 50	323,375	J. & J.	July '76 5				
Buffalo, N. Y. & Erie 100	960,000	F. & A.	June '76 5	M. Hill & Schuyl. Hav. 50	2,856,450	J. & J.	July '76 31				
Burlington and Mo. Riv. 100	5,264,203	M. & N.	Sept. '76 5	Morris and Essex 50	14,008,100	J. & J.	July '76 31				
Camden and Amboy 100	1,485,900	M. & N.	Sept. '76 5	Nashua and Lowell 100	800,000	M. & N.	Nov. '76 4				
Camden and Atlantic 50	6,847,800	quarterly	Oct. '76 2	Naugatuck 100	1,385,900	F. & A.	Aug. '76 5				
Cape Cod 100	377,400	quarterly	Oct. '76 2	Nesquehoning Valley 50	1,000,000	M. & S.	Sept. '76 5				
Cape May and Millville 50	447,000	J. & D.	June '76 5	Newark and N. York 100	977,400	J. & J.	Jan. '76 31				
Catawissa 50	1,020,350	J. & J.	Jan. '76 24	N. Bedford 100	1,678,500	M. & N.	Jun. '76 10				
Catawissa & Fogelsv. 50	1,159,600	M. & N.	Nov. '76 1	N. Castle & Beaver Val. 50	1,500,000	quarterly	July '76 24				
Catawissa pref. 50	2,200,000	M. & N.	May '76 31	N. Haven & Northamp. 100	606,000	quarterly	Oct. '76 2				
Cayuga and Susq.* 100	1,000,000	M. & N.	May '76 31	New Jersey 100	7,295,200	quarterly	Oct. '76 2				
Cedar Rapids & Mo. Riv. 100	6,860,400	F.M.A.N.	Aug. '76 1	New London Northern 100	1,418,800	quarterly	July '76 2				
Central of Georgia 100	4,668,800	J. & J.	July '76 5	N. Y. Cen. & Hudson R. 100	89,428,380	quarterly	Oct. '76 2				
Central of New Jersey 100	20,600,000	quarterly	Apr. '76 24	New York and Harlem 100	3,600,000	J. & J.	July '76 4				
Central Ohio 100	2,425,000	J. & D.	June '76 24	N. Y. N. H. & Harl. 100	15,500,000	J. & J.	July '76 4				
Central Pacific 100	54,276,560	A. & O.	Oct. '76 4	N. Y. Prov. & Boston 100	2,500,000	quarterly	July '76 24				
Chemung 100	380,000	quarterly	July '76 14	Nig. Bridge & Canand 100	1,000,000	J. & J.	July '76 3				
Chesire, preferred 100	2,155,306	J. & J.	July '76 2	North Carolina 100	4,900,000	irregular	Jan. '76 3				
Chicago and Alton 100	9,649,100	M. & S.	Sept. '76 4	N. Eastern (N. C.) pref. 100	96,000	M. & N.	May '76 4				
Chicago and Burlington 100	2,425,400	M. & S.	Sept. '76 4	North Pennsylvania 50	3,978,150	F. & A.	Aug. '76 3				
Chicago, Iowa & Quincy 100	27,512,842	M. & S.	Sept. '76 3	Northern Central 100	5,842,000	A. & O.	Apr. '76 3				
Chicago, Iowa & St. Paul 100	3,916,200	J. & J.	July '76 5	Northern New Hampshire 100	2,968,400	J. & D.	June '76 24				
Chi. Mil. and St. Paul 100	15,999,261	A. & O.	Dec. '76 7	Northern New Jersey 100	1,000,000	J. & J.	July '76 4				
Chicago & N. Western 100	12,274,488	A. & O.	Oct. '76 5	Norwich & Worcester 100	3,004,400	J. & J.	July '76 5				
Chicago, R. I. & Pacific 100	21,466,658	J. & D.	Dec. '76 5	Ogdens & L. Champ. 100	3,077,000	J. & J.	July '76 2				
Chin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '76 4	Ohio and Mississippi 100	20,000,000	quarterly	Oct. '76 4				
Cin. Sand. and Cleve. 50	2,980,550	M. & N.	Apr. '76 10	Oil Cr. & Allegheny R. 50	4,259,450	quarterly	Jan. '76 3				
Clev. Col. Clin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Old Colony 100	6,738,800	J. & J.	July '76 3				
Cleveland & Mahoning 50	2,057,569	M. & N.	May '76 31	Oswego and Syracuse 100	482,400	F. & A.	Aug. '76 4				
Cleveland & Pittsburgh 50	11,236,150	quarterly	Sept. '76 1	Pacific of Missouri 100	8,836,750	quarterly	July '76 1				
Columbus and Xenia 50	1,786,800	M. & S.	Sept. '76 2	Panama 100	7,000,000	quarterly	July '76 3				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '76 4	Patterson and Hudson 100	832,000	J. & J.	July '76 4				
Concord 100	1,500,000	M. & N.	May '76 3	Patterson and Newark 100	250,000	J. & J.	July '76 31				
Concord and Ports. 100	350,000	J. & J.	July '76 31	Patterson and Ramapo 100	348,000	J. & J.	July '76 31				
Conn. & Passump. div. I 100	2,100,000	F. & A.	Feb. '76 3	Pemb. & Hightstown 50	842,150	J. & J.	Jan. '76 3				
Connecticut River 50	1,209,000	J. & J.	July '76 5	Pennsylvania 100	68,144,475	quarterly	Aug. '76 2				
Connecticut Valley 50	2,192,950	A. & O.	Apr. '76 4	Peoria & Bureau Val. 100	1,300,000	F. & A.	Aug. '76 4				
Danbury and Cr. 50	600,000	A. & O.	Apr. '76 4	Philadelphia and Erie 50	6,004,300	J. & J.	July '76 4				
Delaware 50	1,230,950	J. & J.	July '76 3	Phil. Ger. & Norristown 50	1,626,250	M. & S.	Sept. '76 3				
Del. Lackaw. & Westn. 50	250,000	quarterly	July '76 24	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '76 24				
Detroit & Milwaukee 50	822,140	J. & D.	Dec. '76 9	Phil. & Trenton 100	1,259,100	quarterly	Oct. '76 24				
Dubuque & Sioux City 100	2,095,000	A. & O.	Oct. '76 2	Phila. W. & Balt. 50	11,536,250	J. & J.	July '76 4				
East Pennsylvania 50	1,309,200	J. & J.	July '76 3	Pittsb. Ft. W. & Chi. 100	19,714,285	quarterly	July '76 15				
East Mahanov 50	382,950	J. & J.	July '76 20	Special Imp. 100	2,000,000	quarterly	July '76 15				
East Tenn. Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Pittsfield & N. Adams 100	450,000	J. & J.	July '76 3				
Eastern (Mass.) 100	4,997,900	J. & J.	July '76 3	Portland and Keenebec 100	616,700	J. & J.	Jan. '76 3				
Eastern (N. H.) 100	492,500	F. & A.	Aug. '76 24	Portland and Keenebec 100	202,400	A. & O.	Apr. '76 3				
Elmira, Jef. & Canand 100	800,900	F. & A.	Aug. '76 24	Port. Saco & Portem. 100	1,500,000	J. & J.	July '76 3				
Elmira & Williamsport 50	500,000	M. & N.	May '76 24	Providence & Worcester 100	2,000,000	J. & J.	July '76 4				
Erie Railway 100	78,000,000	J. & J.	Oct. '76 31	Raleigh and Gaston 100	1,800,000	J. & J.	July '76 1				
Erie and Pittsburg 50	8,836,910	quarterly	Sept. '76 1	Rensselaer & Saratoga 100	800,000	J. & J.	July '76 4				
Fitchburg 100	4,000,000	J. & J.	July '76 4	Roch. & Genesee Val. 100	656,200	A. & O.	July '76 5				
Georgia 100	4,200,000	J. and J.	July '76 4	Roma, Watert. and Ogd. 100	2,998,900	J. & J.	July '76 3				
Great Western, (Ga.) 100	19,237,404	A. and O.	Apr. '76 14	Rutland 100	2,480,600	A. & O.	Feb. '76 31				
Hanibal & St. Joseph 100	4,151,700	F. & A.	Aug. '76 3	St. Croix and Penobscot 100	100,000	F. & A.	Feb. '76 31				
Hanover Branch, (Ia.) 50	1,186,850	M. & N.	May '76 5	St. L. Alb. & T. Haute 100	2,300,000	A. & O.	July '76 1				
Harrisburg & Lancaster 50	4,000,000	J. & J.	Oct. '76 31	St. L. Mt. & South'n 100	12,448,950	F. & A.	Feb. '76 3				
Harrisburg pref. 100	1,180,500	quarterly	July '76 31	St. L. Kan. C. & North. 100	12,000,000	J. & J.	July '76 3				
Huntingdon & B. T. Co. 50	880,000	A. & O.	Apr. '76 2	Saratoga and Schenec. 100	300,000	A. & O.	Nov. '76 2				
Indiana Central 100	450,750	J. & J.	July '76 31	Schenectady Valley 50	578,050	M. & N.	May '76 31				
Indianapolis, Clin. & Laf. 50	7,885,497	M. & S.	Sept. '76 14	Seaboard and Roanoke 100	1,161,400	M. & N.	May '76 31				
Iowa Falls & Sioux City 100	4,225,000	quarterly	Sept. '76 14	Shamokin V. & Pottav. 50	889,450	F. & A.	Aug. '76 3				
Jacksonville, Mad. & Ind. 100	2,000,000	quarterly	Aug. '76 14	Shore Line 100	995,800	J. & J.	July '76 4				
Joint & North Indiana 100	1,500,000	quarterly	July '76 14	South Branch (N. J.) 100	438,800	F. & A.	Jan. '76 3				
Lake Shore & Mich. So. 100	300,000	J. & J.	July '76 4	South Carolina 100	5,818,275	F. & A.	Feb. '76 1				
Lawrence 100	496,550	F. & A.	Aug. '76 2	South Western, (Ga.) 100	3,939,900	J. & D.	Dec. '76 31				
Leeds and Farmington 50	460,000	J. & J.	Jan. '76 24	Staten Island 100	980,000	J. & J.	July '76 3				
Lehigh & Susquehanna 50	8,789,800	M. & N.	May '76 5	Stockbridge and Pitts. 100	448,700	J. & J.	Jan. '76 31				
Lehigh Valley 50	21,916,550	quarterly	Oct. '76 2	Stony Brook 100	267,300	M. & S.	Nov. '76 3				

The Coal Trade.

The coal tonnage for the week ending the 16th instant, as reported by all the companies, amounted to 467,048 tons, against 556,718 tons in corresponding week last year, a decrease of 89,665 tons. The total amount of anthracite mined for the year is 11,363,653 tons, against 13,467,921 for same period last year, a decrease of 2,104,268 tons. The quantity of bituminous coal sent to market for the week was 78,126 tons, against 93,875 tons for corresponding week last year, a decrease of 15,749 tons. The whole bituminous tonnage from the beginning of the coal year is 2,564,580 tons, against 2,616,054 tons in corresponding time last year, a decrease of 51,474 tons. The total tonnage of all kinds of coal for the week is 545,174 tons, against 660,588 to corresponding date last year, a decrease of 105,414 tons, and the total tonnage for the coal year is 13,907,583 tons, against 16,083,975 tons to same date last year, a decrease of 2,176,392 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during the last week was 91,339 tons, of which 77,438 tons were coal and 13,901 tons coke. The total carried this year is 8,066,698 tons, of which 2,433,809 were coal and 5,632,889 coke. This total embraces all the coal carried over the road, east and west. The total of coal received from the Lehigh Valley Railroad at Perth-Amboy for the week ending on the 16th instant was 19,852 tons, the amount shipped thence amounting to 17,455 tons, leaving 78,127 tons on hand.—*Phila. Ledger, Sept. 25.*

Negotiations for the Construction of the Nicaragua Ship Canal.

The Nicaraguan route for the inter-oceanic ship canal between the Atlantic and Pacific oceans having been determined upon as most feasible, the arrival of Don Amelio Girard, the accredited minister from Nicaragua to this country, is anticipated with some interest by those who have devoted much time and attention to this work. Upon his return to Washington negotiations will be entered into between our government and that of Nicaragua, looking to the construction of the canal, and treatise will be proposed to the principal foreign powers, upon the general basis of the Clayton-Bulwer treaty of 1850, guaranteeing the neutrality of the canal, etc. That treaty is regarded as being liberal in its provisions, and only requires amplification to insure the construction of this great work in the interest of all powers. Prominent officials of the government who have been closely connected with the surveys for such ship canal, express the opinion that an undertaking of such magnitude could not be constructed by a private company of individuals, no matter how wealthy and well known, from the fact that many years must elapse before dividends could be declared, and it would require a capital of nearly \$100,000,000 to complete it. The estimated cost is \$65,722,137, but several practical engineers who have examined the route, express the opinion that the many obstacles to be encountered will increase it to nearly the first-named sum. At least five years' hard work will be required to complete the canal, and should it be constructed under the control of leading governments it is believed the work would not be delayed for want of funds to prosecute it. The total length of the canal by the Nicaraguan route will be about 61½ miles. To this is to be added 63 miles slack water navigation by way of the San Juan river, and 56 miles across Lake Nicaragua, making the total distance from ocean to ocean by lake slack water navigation and canal about 180½ miles. The proposed canal will have ten locks in the western division, including five locks at the Pacific coast, to admit ships at any stage of tide, each lock having a lift of about ten feet. In the eastern division, between Greytown and the mouth of the San Carlos river, seven locks will be required. From

the mouth of the San Carlos river to Lake Nicaragua navigation in the San Juan river is entirely practicable with the three short sections of canal, each having one lock.

The directors of the Gold and Stock Telegraph Company, elected on the 26th inst., are: William Orton, William K. Thorn, George Walker, Augustus Schell, Tracy R. Edson, James H. Barker, Norvin Green, Henry R. Pierson, George B. Prescott, William M. Bliss. The election of president and other executive officers will take place on Friday next.

W. A. Burroughs, Esq., of Bridgeport, Conn., has been elected Treasurer of the New York, New Haven and Hartford Railroad Company, in place of John T. Shelton, deceased. Mr. Burroughs was assistant treasurer at the time of Mr. Shelton's death. He is thoroughly competent to fill the position.

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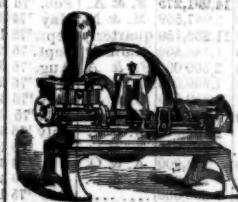
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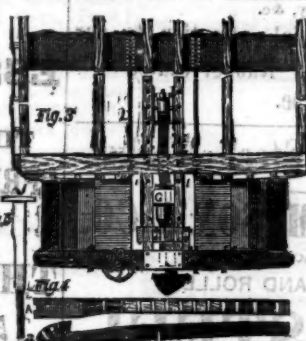
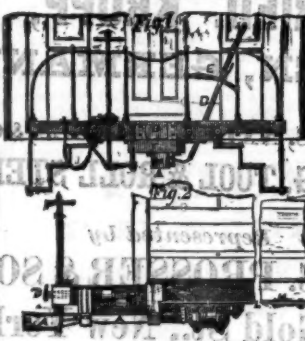
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